City of Louisville
COLORADO • SINCE 1878

Louisville Revitalization Commission

Agenda

Wednesday, September 18, 2024
City Hall, Council Chambers
749 Main Street
8:00 AM

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 +1 646 876 9923 or 833 548 0282 (toll free) Webinar ID #852 0147 8768*
- *You can log in via your computer. Please visit the City's website here to link to the meeting: www.louisvilleco.gov/revitalizationcommission.*

The Board will accommodate public comments during the meeting. Anyone may also email comments to the Board prior to the meeting at VZarate@LouisvilleCO.gov.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of August 21, 2024 Meeting Minutes
5. Public Comments on Items Not on the Agenda
6. Business Matters of Commission
    a. Downtown Vision Plan Presentation and Discussion
    b. October Meeting Date Change
7. Reports of Commission

Persons planning to attend the meeting who need sign language interpretation, translation services, assisted listening systems, Braille, taped material, or special transportation, should contact the City Clerk's Office at 303 335-4536 or MeredythM@LouisvilleCO.gov. A forty-eight-hour notice is requested.

Si requiere una copia en español de esta publicación o necesita un intérprete durante la reunión, por favor llame a la Ciudad al 303.335.4536 o 303.335.4574.

   a. Staff Updates
   b. Downtown Business Association Updates
   c. Chamber of Commerce Updates

8. Discussion Items for Future Meetings
   a. Executive Session for Property Acquisition
   b. Façade Improvement Program Applications
9. Commissioners' Comments
10. Adjourn

Revitalization Commission

Wednesday, August 21, 2024 | 8:00AM

City Hall, Council Chambers
749 Main Street

The Commission will accommodate public comments during the meeting. Anyone may also email comments to the Commission prior to the meeting at VZarate@LouisvilleCO.gov.

Call to Order – Chair Adler called the meeting to order at 8:02 AM and roll call was taken.

Commissioner Attendance:	Present	
	Yes	Alexis Adler
	Yes	Clif Harald
	Yes	Mayor Chris Leh
	Yes	Bob Tofte
	Yes	Corrie Williams
	Yes	Barbie Iglesias
	Yes	Jeff Lipton - remote

Staff Present:	Vanessa Zarate, Economic Vitality Manager Austin Brown, Economic Vitality Specialist Corey Hoffman, Attorney for the LRC Ligea Ferraro, Executive Administrator Meredyth Muth, Interim Deputy City Manager
Others Present:	Councilmember Fahey members of the public

Approval of Agenda:

Commissioner Harald made a motion to amend the agenda to move the Discussion and Decision for Approval of Proposed Scope of Work with Trestle Strategies agenda item to the beginning of business matters. Chair Adler seconded the motion. The motion to amend the agenda was approved.

Approval of July 17, 2024 and August 6, 2024 Meeting Minutes:

Chair Adler proposed an amendment to the July 17 minutes to change the name Tom Morris to Tom Horst. Commissioner Lipton made a motion to amend the July 17 minutes on page 5, to say “commissioner Lipton asked why $.5M was spent on the traffic light.”

Persons planning to attend the meeting who need sign language interpretation, translation services, assisted listening systems, Braille, taped material, or special transportation, should contact the City Clerk’s Office at 303 335-4536 or MeredythM@LouisvilleCO.gov. A forty-eight-hour notice is requested.

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Chair Adler made a motion to approve the July 17 meeting minutes as amended. Commissioner Tofte seconded. The July 17 meeting minutes were approved as amended.

Chair Adler made amotion to approve the August 6 meeting minutes. Commissioner Harald seconded. The August 6 meeting minutes were approved.

Public Comments on Items Not on the Agenda: None.

Commissioner Comments on Items not on the agenda: None.

Business Matters of Commission:

Discussion and Decision for Approval of Proposed Scope of Work with Trestle Strategy Group

The Economic Vitality Manager introduced this topic and asked Commissioner Harald to provide an overview of the proposal to work with Trestle Strategy Group for a property evaluation of the Chase building. A summary of the contract recommended by Commissioner Harald was included in the meeting packet.

Danica Powell of Trestle Strategy Group provided an overview of the firm and the services it offers, including her background working with governmental agencies, schools and universities.

Commissioner Comments:

Commissioner Lipton commented that it sounds like part of the intent of the engagement would be to assist staff in working through limitations of the and he asked staff if they are welcoming of this support. The EV Staff and planning, comm dev staff would work with her as going through.

Commissioner Williams asked for clarification on if this is to consider acquiring the Chase building or is it more of a high level what could be done with the building. The EV Manager responded that this is to identify options for the building, such as keeping it as is, opportunities for redevelopment, etc., but it's not intended for the LRC to purchase.

Commissioner Williams commented that the bonding and budget discussion gives her concern about where the funding would come from a big project like this. She added that she does feel that the analysis could give the city a good idea of what's possible.

Mayor Leh supports this agreement, and he commented that having a separate viewpoint would be helpful for staff. He feels the interest of the property owner in collaboration and discussion is a good thing and makes sense.

Commissioner Lipton asked what the final product will be from the engagement, whether it would be process management or a substantive report. The EV Manager responded that the intent is to provide the property owner with a report of options for what they can do with the site, including what is feasible to move forward and how to best move forward with the building. She acknowledged that this will support the property owner, and from that the city and commission can take applicable measures as applies though the URA. A lot of what comes out of this can be applicable. Danica commented that the discussion began as a look at downtown as a whole and multiple properties that are not quite performing; the idea is to study this property with the intention of understanding how to achieve more development, foot traffic, and activity downtown.

The report will be a sort of case study to help support downtown revitalization as the economy and uses change, to make the Chase building a positive contributing property for downtown.

Mayor Leh commented this is intended to be collaborative with the property owner, but the consultant is working for the commission. He noted that the duty of loyalty is to the commission and there are multiple benefits to this project.

Commissioner Harald commented that this as the intent from the beginning; it's a partnership with staff directly which rolls up to the LRC.

Chair Adler commented that the proposed agreement includes two meetings with the LRC as well as a summary of findings and recommendations.

Commissioner Harald made a motion to approve contracting with Trestle Strategy Group as described in the August 21st meeting memo to work on the Chase Bank project not to exceed $15,000. Mayor Leh seconded. Roll Call vote: unanimously approved.

Public Comments: None.

Discussion and Re-approval of Funding for the Greg Fields Sculpture

The Economic Vitality (EV) Specialist reminded the LRC of the cooperative agreement entered into in 2021 for public art in the South Street underpass. The original agreement was for $11,500 and stated that the art would be completed in 2021. Due to delays by external parties, the sculpture hasn't been completed. Necessary approvals have now been received and the project is now able to be completed in 2025. The artist has updated the cost of completion to be $13,880. If the LRC desires to fund the installation, both the LRC and City Council will need to amend the cooperation agreement. If approved, staff will begin working on the amendment with direction from LRC and will bring it back to the Commission with the upcoming budget discussions.

Commissioner Comments:

Commissioner Tofte commented that working with BNSF has been very difficult and he's thrilled that we're using the same artist to tie in with the existing art in the underpass. He supports this request.

Commissioner Harald expressed support for re-approval of funding for the sculpture.

Commissioner Williams expressed support for re-approval of funding for the sculpture. She asked for art projects to be added to the ongoing budget. She asked if the funding is still available since the funding wasn't spent in 2021. The EV Manager responded that the funding for this project was not re-allocated when it wasn't spent in 2021, and it wasn't included in the budget previously discussed by the commission. She noted that an amended 2024 budget will be brought forward to the LRC, and this item will be included in the proposed amendment. This funding will be pulled from the LRC's current reserves.

Mayor Leh thanked Mr. Cathcart for reminding the LRC about its past commitment. He expressed council's support for this project.

Chair Adler expressed support for re-approval of this project.

Chair Adler made a motion to approve the $13,880 for the installation and completion of the Greg Fields sculpture project. Commissioner Tofte seconded. Roll call vote: unanimously approved.

Public Comment:

Louisville Resident Mark Cathcart commented that he was a member of the Cultural Council who proposed bringing this statue to the LRC for funding because the Cultural Council didn't have funding to support the installation. He noted that the lettering in the underpass was designed by the same artist. Mr. Cathcart endorsed this project and encouraged the LRC to approve this project.

Discussion and Decision for Approval of Direct Assistance Application for Ironton

The Economic Vitality Manager provided an overview of the direct assistance application for Ironton Distillery. The application and supporting documentation were included in the meeting packet. The request to the LRC is to approve moving forward with third party review for this TIF agreement.

Andy Jonson with D&J Design was present to answer any questions.

Commissioner Iglesias made a motion to approve the application for direct financial assistance for Ironton Distillery third party review not to exceed $20,000. Commissioner Williams seconded. Roll Call Vote: unanimously approved.

Commissioner Comments:

Commissioner Iglesias asked if Ironton plans on closing the Rino location. The business owner confirmed that this is the intent of this project, to move all operations to Louisville. Commissioner Iglesias asked why Louisville. The business owner commented that his business partner desired moving to a smaller community with access to the interstate system for distribution purposes. He added that the plan had always been to move out of the Rino area, noting that the area is under heavy construction and the property no longer fits the needs of the business. He added that the zoning and location of the property was what they were looking for. Ironton has already been participating in the Street Faire and Farmers Market events in the community. Commissioner Iglesias expressed support for this application.

Commissioner Williams agreed with Commissioner Iglesias and expressed support for this application.

Chair Adler expressed support for this application.

Public Comments: None

Discussion and Decision for Approval of Direct Assistance Application for Delo Boom

The Economic Vitality Manager provided an overview of the Direct Assistance Application for Delo Boom. The application and supporting documentation were included in the meeting packet.

It was noted that 13.5% of this project is planned to be affordable housing. The request to the LRC is to approve moving forward with third party review for this TIF agreement.

The applicant, Hunter Floyd with Stayble Real Estate commented that purpose of this project is to support local businesses with attainable and affordable housing. They feel this project will address and prevent blight noting that there have been costly challenges with redevelopment of the site, as well as meeting sustainable energy codes and providing streetscape improvements which will help the Highway 42 corridor redevelopment plan.

Commissioner Harald made a motion to approve moving forward with the Delo Boom application for direct financial assistance third party review not to exceed $20,000. Commissioner Iglesias seconded. Roll Call Vote: unanimously approved.

Commissioner Comments:

Commissioner Lipton asked about the staff report where it says the applicant will develop 140 units of townhomes and apartments with a total estimated cost of $4.7M, if that is just for the affordable and attainable housing portion of the project. Hunter responded that the report was missing a zero and the project is a $47M project.

Commissioner Tofte asked if EPS give an estimate for the cost for this review. The EV Manager responded that EPS provided the same estimate for both projects, which was between $12,000 and $20,000.

Commissioner Williams expressed support for this project to help it move forward as quickly as possible.

Chair Adler also expressed support for this project.

Public Comments:

Louisville resident and business owner Mike Deborski commented that his business is adjacent to the property in question, noting that this is the third developer to attempt to develop the property. He also added that the one caveat if the project moves forward is that there is a lot of infrastructure that will be needed for this project. He expressed support for this project and asked the commission to provide support.

<u>Discussion and Decision for Approval of Public Infrastructure Assistance for Ironton</u>

The Economic Vitality Manager provided an overview of the Ironton request for public infrastructure assistance. The application and supporting documentation were included in the meeting packet. They plan to install a signalized crossing to connect their use and downtown Louisville. The anticipated cost for public infrastructure is $650,000 and they are asking for assistance with this public infrastructure.

Andy Johnson with DAJ Design reminded the Commission that the highlighted item in the request is a signalized crossing at Pine Street and Highway 42. With the trail connection that goes to the city-owned property currently run by Avid Adventures, when Louisville storage was built, they were required to put in a path in front of their property along the ditch; this request will

extend the path to Highway 42 to connect to a future trail connection. This will be a really important connection for Ironton to connect to downtown and create a safe crossing at Highway 42. He noted that there are also ditch, irrigation, and drainage improvements that are currently in need of repair for drive access on the north and south sides of the property. He added that they have worked with Boulder County on the north irrigation ditch which will be piped the full length of the Ironton property. There is also a city-owned parcel along Highway 42 at Pine the project is proposing to landscape into an orchard for ingredients as well as beautification of the parcel. They feel this property is an entry point to downtown and it's important that the development be unified with the community.

Commissioner Harald made a motion to advance the Ironton Distillery request and directed staff to bring back a formal agreement for approval at the September 2024 meeting for public infrastructure support not to exceed $650,000. Chair Adler seconded. Roll Call vote: unanimously approved.

Commissioner Comments:

Commissioner Lipton expressed recognition of the importance of having connectivity at Highway 42 and a safe way to cross the highway. He feels this is a very important connection and he would like to see this remedied. He asked if any of the proposed items in the request are included in the city's anticipated CIP plan in the next few years. The EV Manager will contact Public Works and provide the commission with this information.

Commissioner Lipton feels if the LRC provides funding for this project there should be recognition of their support. He asked if any of the proposed improvements covered in this request are project specific or if they are long-lasting public infrastructure which will benefit the city long-term with or without the development. He also asked what the timing needs are for providing funding. The EV Manager responded that the proposed improvements are meant to remain should Ironton vacate the property, adding that new private investment often initiates public infrastructure improvements. Her recommendation is to have an agreement where costs are paid once the public infrastructure improvements have been installed and have received a certificate of occupancy so that this would be a reimbursement request. The project will construct the improvements and dedicate them back to the city upon completion.

Mayor Leh commented that the CIP budget item will be addressed by council at the September 3 Council Meeting.

Commissioner Lipton commented that this is a large request and the signal the LRC should send to council is that the LRC is not an endless funding entity for things that benefit the city in terms of connectivity. The point is to message to City Council that the LRC is putting in perhaps another $650k in connectivity funding for Highway 42, maybe not for the underpass project, but is still money we are committing to the district for these kinds of things. If council wants the LRC to contribute more to, say, the underpass project, it's going to start to come at the expense of other things that we think are important in terms of our longer-term investment strategy. He asked that this be mentioned when council starts reviewing the CIP plan and look at the issue of the underpass again.

The EV Manager commented that staff will bring a budget amendment to the LRC to review amended budgets for both 2024 and 2025 at an upcoming meeting.

Commissioner Tofte asked what the signalization at Pine and Highway 42 will look like. He asked if it would be all four corners or just at the north side to get across. Mr. Johnson responded that the current conceptualized plan is on the north side of Pine and Empire, crossing Highway 42, adding that Highway 42 has future improvement plans in coordination with Louisville and CDOT. This proposed crossing is taking the first step while overall Highway 42 improvement plans progress over the next several years.

Commissioner Tofte asked if there have been discussions with Public Works about the Highway 42 expansion and if the signal would need to be redone with the ultimate expansion of Highway 42. Mr. Johnson responded that he has looked at some of the design/development documents from last year on the Highway 42 project and it didn't appear that the width of the road necessarily changes in the proposed location. The additions of multi-use paths on both sides are part of the major additions and a lot of improvements at South Boulder Road. He said there are very vague plans for south of Pine Street at this time. The discussion for Ironton, is how do we make this property energized while connecting it to downtown and enhancing the area.

Commissioner Williams asked about the several businesses already in that area, specifically whether there have been conversations with these businesses to support relocation to make sure they are still part of our community. Mr. Johnson responded that he can't speak for Avid, and he doesn't know of any necessary changes they are looking at. The continued use of the city parcel in whatever capacity for businesses like Avid is important. It would be interesting to see if there is more of a multi-use possibility for that property but that is outside of the scope for this project.

Commissioner Harald commented that this is the kind of thing he envisioned for LRC programmatic support projects. He asked if the URA district boundaries contain the public improvements area is within the URA. He also commented that the 2024 budget has over $2M in carryforward expenses from last year and he asked if those expenditures will be paid out this year or carried forward again into 2025. His goal is to understand better how this cash flow will work, and what impact it will have on fund balances and the 2025 budget so the LRC can hopefully include more of this type of programming in 2025.

The EV Manager responded that we are anticipating the third-party review costs will be spent in 2024 while this project and the sculpture project will be expended in 2025.

Commissioner Harald commented that he is specifically asking about two 2024 budget line items, one just over and one just under $1M. The EV Manager responded that those are for capital contributions and rebates. It is anticipated that most of that funding will be spent in 2024. He asked for answers to his questions as part of staff's analysis of this project.

Commissioner Harald also asked about the recommendation to the LRC in the packet stating, "agreement parameters" and he asked what kind of parameters are being sought, for example, is it a not-to-exceed parameter or something else. The EV Manager responded that it is primarily the not to exceed amount. We will pay out on true costs, so should the true costs be less than the not-to-exceed amount, we will pay out on actual costs. If you do want to move forward on this, it will need to be approved by the LRC and City Council, and a do not exceed amount will be needed to draft the agreement.

Commissioner Harald asked what happens if the actual costs are above the not to exceed amount of the agreement; will the applicant cover those costs to complete the project? The EV Manager responded that the LRC will not pay out on these improvements until they are completed and approved by the city.

Chair Adler asked if the improvements are outside the URA. The Attorney to the LRC responded that, even if they were, if they are serving the URA that would be adequate.

Chair Adler asked about the $650K not to exceed amount. The EV Manager responded that we would pay out on the actual costs for public infrastructure; there is contingency included to ensure the improvements can be completed. Chair Adler expressed support for a safe crossing.

Commissioner Iglesias asked what happens if the costs are above $650K and if the developer will cover the additional costs. The owner responded that they are fine with covering costs in excess of the $650K, noting that the estimates provided are from the general contractor actual bids on the project and there will be no removal of scope. The project has an approved site plan so the improvements will have to be built according to the approved site plan.

Public Comments:

Mike Kranzdorf, not a resident, expressed support for this project and commented that he wishes there were more improvements at Highway 42 which could be made in this area. He also noted that the city owns all four corners of this area, and it could be a way better entrance to downtown.

Louisville resident and business owner Mike Deborski expressed support for this project. He feels this applicant is focused on giving back to the community and he feels this is a good fit for the community.

Economic Vitality Retreat Discussion

The Economic Vitality (EV) Manager provided information on an EV retreat with the goal of creating opportunities for collaboration and to identify gaps. No decisions will be made at this meeting; the hope is that it be a workshop led by staff with EV partners to encourage collaboration. Staff asks the LRC to appoint two members to participate in this workshop. The date, time, and agenda are being finalized.

Tofte asked if the retreat will be a public meeting. The EV Manager responded that the public could come and listen; if more than 3 LRC members are present it will have to be publicly posted.

Chair Adler made a motion to appoint the Chair and Vice Chair to attend the EV retreat. Commissioner Harald seconded. Unanimously approved.

Chair Adler and Vice Chair Williams will attend the workshop and report back to the Commission.

Commissioner Comments: None

Public Comments: None

Reports of Commission:

Staff Updates

The Economic Vitality Manager noted that the staff updates were provided in the meeting packet and asked the Commission if they had any questions. Commissioners may reach out to the EV Manager with any questions.

Commissioner Comments:

Commissioner Harald asked about the upcoming 2025 budget discussions mentioned by the EV Manager.

Downtown Business Association Updates:

Commissioner Williams gave an update on the DBA, noting that the last DBA meeting was August 9 with a lot of discussion around what is and is not working. There continues to be concern for the vibrancy of downtown and support can't come soon enough. A lot of concerns around vacancies downtown and what those property owners are doing or not doing to secure those buildings and fill those spaces. There was a discussion around focusing on ways to activate downtown, perhaps using temporary Main Street closures for events. A Support Local campaign will be coming as well.

Chamber of Commerce Updates:

The new Executive Director Gillian Millar has been with the Chamber for about 30 days. Pints in the Park September 7.

Discussion Items for Future Meetings:

1. Update on the Downtown Vision Plan
2. Executive Session for Property Acquisition
3. Façade Improvement Program Applications

Commissioner Closing Comments: None.

Adjourn: Chair Adler made a motion to adjourn. Commissioner Tofte seconded. The meeting adjourned at 9:31 a.m.

City of Louisville
COLORADO • SINCE 1878

LOUISVILLE REVITALIZATION COMMISSION

SUBJECT: **DOWNTOWN VISION PLAN PREFERRED PLAN PRESENTATION AND DISCUSSION**

DATE: **SEPTEMBER 18, 2024**

PRESENTED BY: **VANESSA ZARATE, CECD, ECONOMIC VITALITY MANAGER**

SUMMARY:

The Louisville Revitalization Commission (LRC) is the Urban Renewal Authority for the City of Louisville, Colorado. The LRC has a mission to eliminate blight and help revitalize properties within its boundaries. In cooperation with property owners and other stakeholders, the LRC seeks to provide assistance to stimulate private investment and accomplish the objectives of their urban renewal plans. The LRC has the authority to collect the incremental property taxes from the improvements in the plan area to provide assistance that eliminated the blighting factors that were identified when the URA was formed.

The Louisville Revitalization Commission has expressed an interest in participating in larger scale investments throughout the Highway 42 Urban Renewal Area. In January 2023, the LRC prioritized a coordinated streetscape plan within their work plan. A coordinated streetscape would provide upgraded infrastructure and connectivity throughout the Highway 42 urban renewal area. As a historic downtown, there are many components of the infrastructure that are aging and not aligned with current market trends and needs.

Upgrading the streetscapes and public places throughout downtown is a blight prevention and mitigation measure, aligning with overall LRC goals. These improvements will have a positive impact on the functionality of downtown and create more diverse and flexible gathering spaces, realms for all modes of activation and a greater sense of community through wayfinding and landscaping enhancements.

Through the spring and summer of 2023, the LRC advised staff to create a scope of work and go through the RFP process to get a project team on board to complete the streetscape project. Public engagement for the coordinated streetscape effort has been underway since mid-2023 and has included open houses, online engagement, business meeting and neighborhood meetings.

The project team has taken best practices and public feedback to create a preferred alternative. This preferred alternative speaks to the hard infrastructure improvements, parking adjustments, landscaping, public spaces, investment in the Steinbaugh Pavilion and includes a signage/wayfinding plan. The plan is a concept plan, and specific details will be determined throughout the design phase of the project. Staff would also work

with selected design team, the selected construction team, and businesses to create a business mitigation plan to assist businesses through the construction of the improvements. In addition, staff will develop a maintenance plan for the new improvements to help ensue the longevity of the new investments.

Once approved, staff is prepared to move forward with design and construction documents, for potential start of construction towards the end of 2025. Phase 1 of the preferred plan is intended to be implemented through a three-year construction plan and cost over $14,000,000. The costs will be reviewed at each stage and the design will be adjusted to the approved budget. Staff will work with the project partners, downtown businesses and other partners to assist businesses through the construction impacts of the implementation.

FISCAL IMPACT:

There is no fiscal impact to recommend approval and adoption of the vision plan by the Louisville Revitalization Commission and to recommend approval by the Louisville City Council. There will be a fiscal impact for implementation that will be determined at a later date and that will come out of the bond revenues.

RECOMMENDATION:

Staff recommends that the LRC approve and adopt the Downtown Vision Plan and recommend approval to Louisville City Council.

ATTACHMENT(S):

1. Downtown Vision Plan Plan
2. Presentation Slides
3. Draft Schedule

DOWNTOWN VISION PLAN

FOR STREETSCAPES AND PUBLIC PLACES

MAY 2024

CITY OF LOUISVILLE

MIG ARTHOUSE DESIGN FEHR+PEERS

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ACKNOWLEDGEMENTS

CITY OF LOUISVILLE

Chris Leh	Mayor

CITY COUNCIL

Chris Leh	Mayor
Caleb Dickinson	Mayor Pro Tem Ward 1
Tim Bierman	Ward I
Deborah Fahey	Ward II
Judi Kern	Ward II
Barbara Hamlington	Ward III
Dietrich Hoefner	Ward III

PROJECT LEADERSHIP

Adam Blackmore	Director of Parks, Recreation & Open Space
Kristen Bodine	Youth Services Supervisor
Austin Brown	Economic Vitality Specialist
Derek Cosson	Senior Communications Specialist
Cameron Fowlkes	City Engineer
Kevin Frey	Facilities Manager
Jeff Hirt	Planning Manager
Amelia B. Hogstad	Senior Planner
Grace Johnson	Communications Manager
Kurt Kowar	Director of Public Works
Chris Lichty	Supervisor of Forestry & Horticulture
Abby McNeal	Parks Superintendent
Hannah Miller	Sustainability Specialist
Geoff Nettleton	Assistant City Engineer
Mindy Olkjer	Senior Administrative Assistant
Byron Weber	Parks Planning & Project Manager
Gigi Yang	Museum Services Supervisor
Vanessa Zarate	Economic Vitality Manager
Rob Zuccaro	Director of Community Development

DOWNTOWN BUSINESS ASSOCIATION (DBA)

BOARD OF DIRECTORS

Rick Kron	President
Mark Oberholzer	Vice President, Entertainment Liaison
Heather Bingaman	Treasurer

BOARD MEMBERS

Jenni Hlawatsch	Retail Liaison Dialogue Editor Communications
Tom Horst	Restaurant Liaison
Ashley O'Connell	Membership Coordinator
Eric Reed	Retail Liaison
Greg Reedy	Services Liaison

LOUISVILLE REVITALIZATION COMMISSION (LRC)

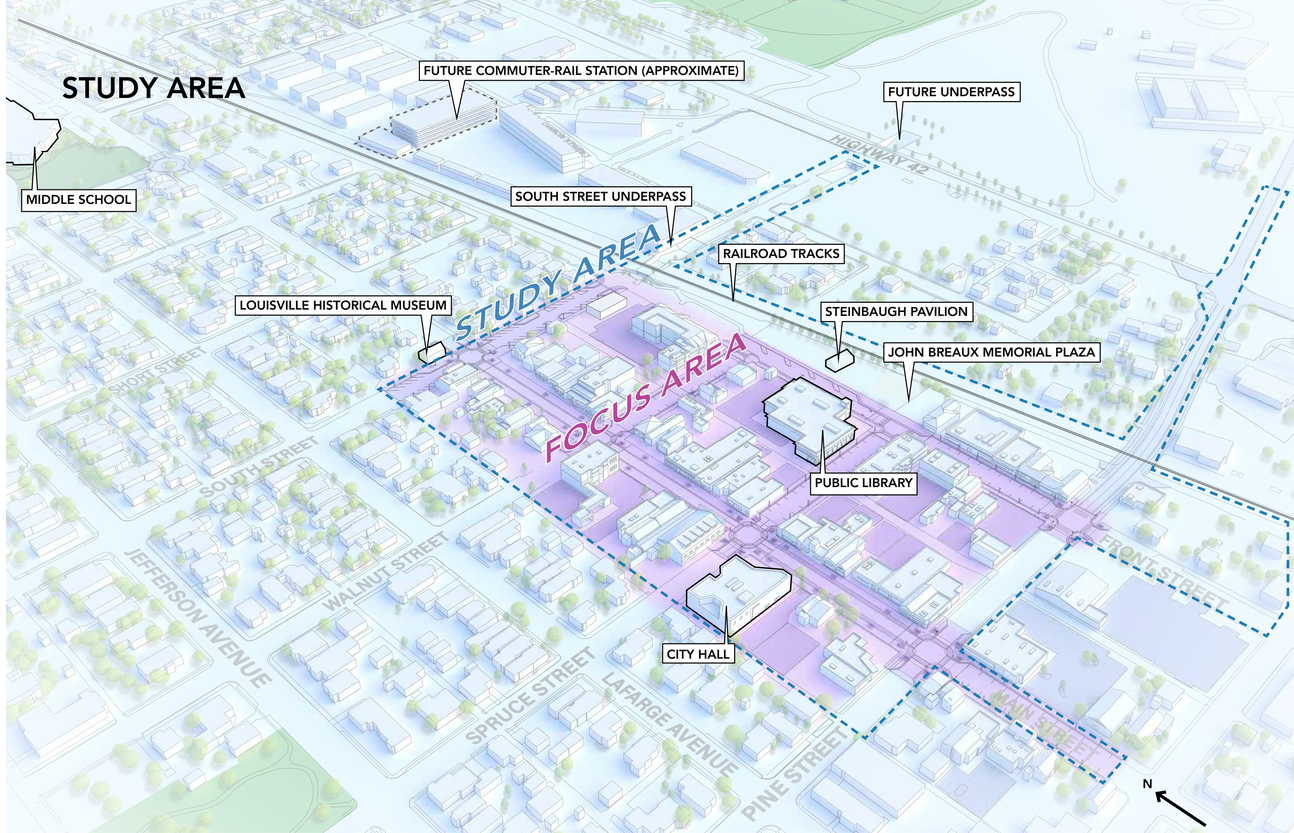
Lexi Adler	Chair
Corrie Williams	Vice-Chair
Clif Harald	Secretary
Barbie Iglesias	
Bob Tofte	
Mayor Chris Leh	
Jeff Lipton	

The project team would also like to thank stakeholders from the following groups who attended site walks and Open Houses:

Parks And Public Landscaping Advisory Board (PPLAB)

Louisville Sustainability Advisory Board (LSAB)

Louisville Cultural Council (LLC)



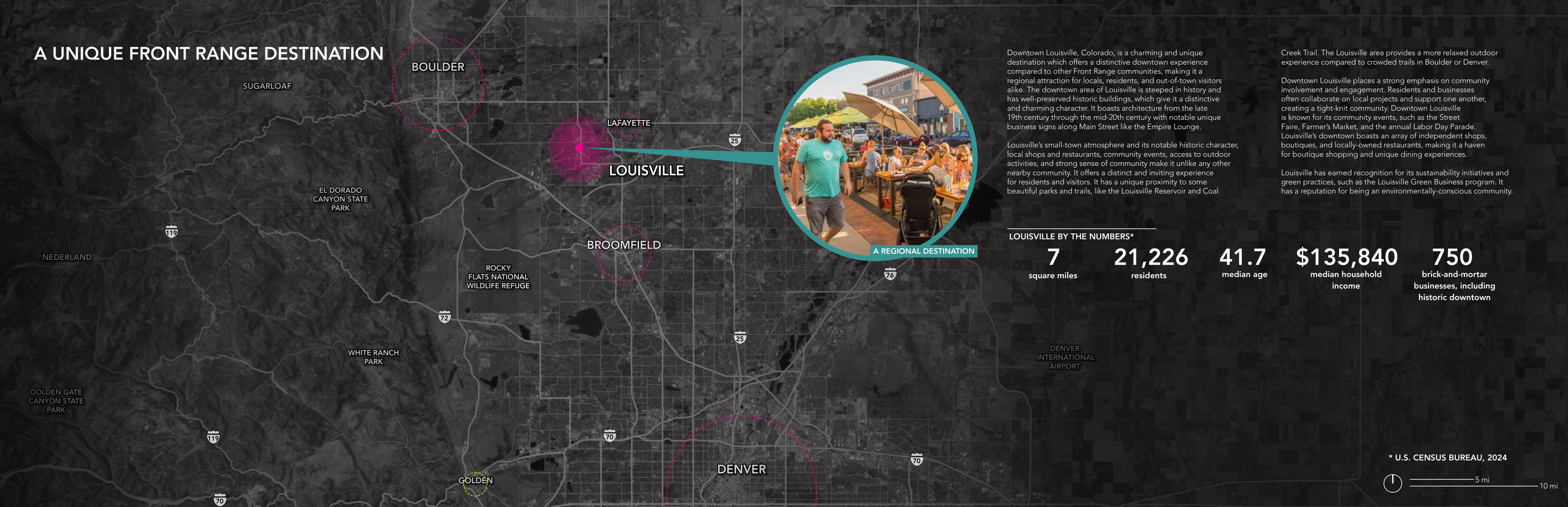
CHAPTER 1

INTRODUCTION

The Downtown Louisville Vision Plan is a strategic roadmap for shaping the future of its vibrant downtown area. Combining history with innovation, downtown Louisville offers a unique blend of charm and modernity, attracting residents, businesses, and visitors alike. This plan invites collaboration from stakeholders to create a sustainable, inclusive, and thriving downtown environment. This plan builds upon Downtown Louisville's rich character for a prosperous future.

VISION STATEMENT In the heart of Louisville is envisioned a downtown that is more than just a destination- it is a dynamic and welcoming expression of our community's spirit. This 2024 Downtown Vision Plan integrates branding, wayfinding, transportation, and placemaking, weaving a tapestry of connectivity and creativity that reflects the unique identity of Louisville.

A UNIQUE FRONT RANGE DESTINATION



Downtown Louisville, Colorado, is a charming and unique destination which offers a distinctive downtown experience compared to other Front Range communities, making it a regional attraction for locals, residents, and out-of-town visitors alike. The downtown area of Louisville is steeped in history and has well-preserved historic buildings, which give it a distinctive and charming character. It boasts architecture from the late 19th century through the mid-20th century with notable unique business signs along Main Street like the Empire Lounge.

Louisville's small-town atmosphere and its notable historic character, local shops and restaurants, community events, access to outdoor activities, and strong sense of community make it unlike any other nearby community. It offers a distinct and inviting experience for residents and visitors. It has a unique proximity to some beautiful parks and trails, like the Louisville Reservoir and Coal Creek Trail. The Louisville area provides a more relaxed outdoor experience compared to crowded trails in Boulder or Denver.

Downtown Louisville places a strong emphasis on community involvement and engagement. Residents and businesses often collaborate on local projects and support one another, creating a tight-knit community. Downtown Louisville is known for its community events, such as the Street Faire, Farmer's Market, and the annual Labor Day Parade. Louisville's downtown boasts an array of independent shops, boutiques, and locally-owned restaurants, making it a haven for boutique shopping and unique dining experiences.

Louisville has earned recognition for its sustainability initiatives and green practices, such as the Louisville Green Business program. It has a reputation for being an environmentally-conscious community.

LOUISVILLE BY THE NUMBERS*

7	21,226	41.7	$135,840	750
square miles	residents	median age	median household income	brick-and-mortar businesses, including historic downtown

*** U.S. CENSUS BUREAU, 2024**

WHY A VISION FOR STREETSCAPES AND PUBLIC PLACES

The livable city is one that offers a variety of attractions and opportunities to citizens and visitors.

A livable city puts public life at the center of planning, strengthened by an overall focus on liveliness, health, attractiveness, sustainability and safety.

The human, cultural and social aspects should be carefully taken into consideration to deliver truly sustainable developments for the future.

Why this plan?

Louisville's Downtown area was improved in the early to mid-1990s with improvements to streets, utilities, landscaping, irrigation, lighting and other improvements. The brick paving pattern was integrated into these updates as well as other infrastructure updates.

The intent of this project is to develop a document that will not only provide a vision for the downtown revitalization, but to also provide concept level designs for the recommended improvements to complement the agreed upon vision.

Public investment in infrastructure, such as streetscapes and the public realm, can yield significant economic benefits that positively impact private investment and overall community prosperity. One key benefit is the enhancement of property values. When a community invests in well-designed streetscapes and public spaces, it improves the attractiveness and desirability of the area, leading to higher property values and higher incentive to locate a business there. This increase in value incentivizes private property owners to invest further in their properties, thereby contributing to the overall economic growth of the community.

Moreover, a thoughtfully planned public realm can stimulate increased business activity. Vibrant streetscapes with pedestrian-friendly features, such as widened sidewalks, street furniture, and landscaping, create an inviting environment that encourages people to spend time and money in the area. This uptick in foot traffic can translate into higher sales for local businesses, driving economic expansion and job creation in sectors such as retail, hospitality, and services.

Additionally, public investment in infrastructure projects generates jobs in the short term through construction and related industries. The improved attractiveness of the community can attract new businesses or encourage existing ones to expand, further contributing to job creation and economic vitality.

A well-planned public realm fosters a unique sense of place within a community, attracting visitors, residents, and businesses drawn to its distinct character and identity. This sense of place instills pride among community members, encouraging them to invest in and support local businesses and initiatives.

For a small community like Louisville, investing in a public realm and streetscapes plan can be particularly beneficial. Small communities often rely heavily on their local economies, and improvements to public infrastructure can make a significant difference in attracting visitors, supporting local businesses, and enhancing overall quality of life for residents. By creating attractive and accessible public spaces, Louisville can differentiate itself from neighboring areas, attract investment, and foster sustainable economic growth over the long term.

Completing a downtown vision plan and activating great public places are integral components of urban development and revitalization efforts. Desired activations and programming should also inform the design of the public realm. Design and activation work hand-in-hand to create great public places and streetscapes. Streetscape activation is the process of enhancing the built environment around streets and public spaces with art, street furniture, outdoor dining areas, and other activities and amenities to create more engaging and attractive areas for people to gather and interact.

Benefits of streetscape activation can include:

- **Adds increased foot traffic, social interaction, and economic activity**
- **Contributes to sense of place and identity**
- **Encourages non-vehicular modes of travel**
- **Creates more opportunities for people to linger and engage with their surroundings**
- **Helps forge strong social ties between people and their downtown**

Well-designed streetscapes can benefit local businesses annd generate great revenue for downtown and the City. However, an expertly-crafted public space is not enough. All great public spaces also have activation and programming to continually refresh activities and experiences for residents and visitors.

DOWNTOWN OPPORTUNITIES

Setting

Louisville has a magnificent setting. The mountains and history are great elements of Louisville's identity. All around downtown you can see glimpses of these treasures. The natural amenities near the town give an extra dimension to the urban-rural-mountain life of Louisville.

Downtown is the Heart--physically and culturally

Louisville's downtown is central to its overall community fabric. Downtown is well-situated in the center of multiple neighborhoods, and therefore plays an important role in connecting the various parts of Louisville.

The grid structure makes it easy to orient oneself and the fairly flat and wide streets and sidewalks that run north and south form the perfect base for a potential culture of more walking and biking in downtown.

Much of the city's social and cultural life is within the downtown area--Street Faire, museums, civic buildings, and events permeate downtown year-round.

Good Existing Walkability

In general, downtown has walkable and easy accessible sidewalks of good quality. The short street blocks and four-way crossings make it a fine base for walking in a city.

Great Festival and Event Culture

Louisville, Colorado, hosts over 30 downtown events each summer like the lively Louisville Street Faire with music and local vendors. The Farmers' Market offers fresh produce and family activities.

Entrepreneurial Spirit

Downtown Louisville hosts dozens of charming businesses on Main Street including 30 restaurants and eateries and 20 unique boutique shops offering clothing, gifts, and artisanal products.

Why now?

The Marshall Fire in Louisville, Colorado, has left a profound impact on the community, both emotionally and physically. In the aftermath of such a tragedy, investing in the public realm and public spaces downtown is not just appropriate but crucial for several reasons.

The COVID-19 pandemic, coupled with the devastating effects of the Marshall Fire, has intensified the need for community-focused public spaces. The isolation and uncertainty brought by the pandemic have underscored the importance of having accessible, safe, and welcoming public areas where people can reconnect and support one another. By investing in downtown public spaces, the residents can come together to rebuild and heal, fostering a sense of unity and resilience in a time of compounded challenges.

The COVID-19 pandemic accelerated shifts in market trends, with many businesses and consumers prioritizing outdoor, flexible, and adaptable spaces. Revitalizing public spaces can act as a catalyst for economic recovery. Downtown Louisville, as a commercial hub, stands to benefit significantly from such investments. By enhancing its appeal through modern, resilient public infrastructure, businesses can be encouraged to reopen or establish themselves anew. This, in turn, creates job opportunities and stimulates economic activity, helping the community bounce back not only from the fire but also from the broader economic impacts of the pandemic.

The necessity of updating outdated infrastructure has never been more evident. Modernizing infrastructure to meet current business needs and community expectations is vital to ensuring that Louisville remains competitive and attractive in a rapidly changing world. The dual impacts of the Marshall Fire and COVID-19 have highlighted the vulnerabilities in the existing public realm. Investing in downtown public spaces sends a powerful message of hope and commitment to the community's future. It demonstrates that despite the challenges faced, the City remains dedicated to creating vibrant, inclusive, and safe environments for its residents.

The aftermath of the Marshall Fire, coupled with the ongoing challenges posed by COVID-19 and evolving market trends, presents a unique opportunity to invest in the public realm and public spaces downtown. By fostering unity, driving economic recovery, addressing outdated infrastructure, prioritizing sustainability, and inspiring hope, these investments can play a pivotal role in the community's healing and resurgence. Now more than ever, it is essential to invest in the heart of the city, ensuring that it remains a thriving, resilient, and forward-looking place for generations to come.

Who pays?

The Louisville Revitalization Committee (LRC) is the City's urban renewal entity, charged with eliminating and preventing blight within the urban renewal boundary areas.

The Highway 42 Urban Renewal Area was adopted in 2006 and encompasses Downtown Louisville. Through the adoption of this urban renewal area, the LRC collects property tax increment to be used to eliminate and remediate blight within the boundary area.

In cooperation with property owners and other stakeholders, the LRC seeks to provide assistance to stimulate private investment and accomplish the objectives of each urban renewal plan. Public-private partnerships and other forms of cooperative development will be critical to the LRC's strategy for stimulating growth and reinvestment and preventing the spread of blight and eliminating the blighting conditions.

Funds collected by the LRC must be spent within the LRC boundary.

This plan was funded by the LRC. The LRC in collaboration with the City of Louisville envision a dynamic urban design plan aimed at transforming downtown into a vibrant and resilient community hub. Projects that appear in this plan will be funded through existing LRC funds and Capital Improvement Plan (CIP) funds through the City. The City does not plan on using bonds or other public financing mechanisms at this time to fund the projects shown in this plan.

CREATING GREAT PUBLIC PLACES

A dynamic, engaging, and thriving downtown puts public life at the center of planning, strengthened by an overall focus on liveliness, health, attractiveness, sustainability, and safety. The planning process needs a holistic approach—a vision—for how all aspects of human, cultural, and social aspects should be taken into consideration.

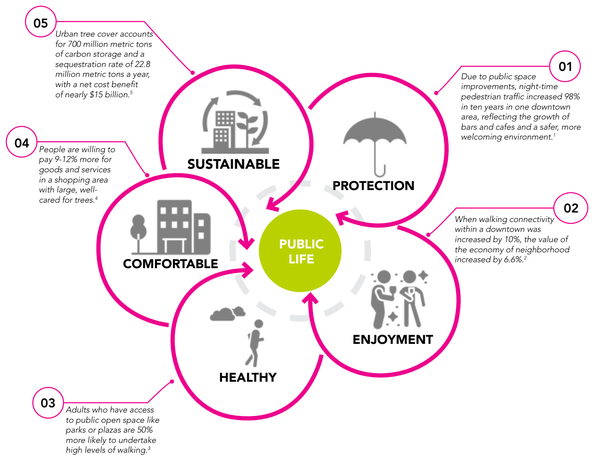
A good indicator of successful public life is people's use of the public realm for a variety of activities during the course of a day. Two factors that can be observed and recorded readily are:

1. Number of People in a public space
+
2. The Amount of Time people spend in the public realm

Spaces where a large number of people linger for a long period of time tend to be more successful. Spaces with few people walking slowly or lingering for long periods of time are perceived to be less successful. This observation underlies the principles that are the basis for the work described in this vision plan.

Creating and managing downtown public spaces is essential for fostering vibrant and livable urban environments. Every downtown area is unique, and the best practices may need to be adapted to suit the specific needs and characteristics of each community. Effective management, ongoing community engagement, and a commitment to quality are key to the success of downtown public spaces.

There are many potential elements that could be considered as part of new public space design in Louisville. Common elements or elements previously discussed are listed below along with best practices and lessons learned from other communities to create a downtown neighborhood which is full of life and activity all times of year and all times of day.



1. Places for People 2015, 'City of Melbourne'
2. City of Melbourne 2014, Walking plan, City of Melbourne, Melbourne.
3. Giles-Corti B, Broomhall M, Knuiman M, Collins C, Douglas K, Ng K, Lange A, Donovan R 2005, 'Increasing walking: how important is distance to attractiveness and size of public open space?' American Journal of Preventive Medicine, vol. 28, no. 2, pp. 169–76.
4. GreenBlue.com. "Encouraging Incrase in Retail Sales with Urban Trees." 2018.
5. Medium.com "How do public spaces strengthen local economies? Here are 4 ways. Reimagining the Civic Commons.

SUCCESSFUL PUBLIC LIFE

1

Long-term stays make lively downtowns

The activity level will rise remarkably when pedestrians or people indoors are tempted to spend time in inviting and comfortable public spaces. The extent of staying activities has the largest impact on the activity level in a public space.

2

Planning for optional activities create lively downtowns

All cities, regardless of the quality of the public realm, have people engaged in necessary activities: walking to and from, waiting for the bus, etc. The quality of the public realm can be measured in how many people choose to visit for optional reasons because the city offers a variety of experiences to enjoy the public realm, look at other people, meet friends and engage in activities.

3

A variety of places create lively downtowns

Smaller gestures inviting people to stay in nice places can tempt passers-by to linger for awhile. Informal spaces people can visit during breaks or outdoor serving areas can invite people to dwell in public spaces with possibilities for recreation and refreshments. An inviting space offers good comfort, sun, views, other people, shelter, and a respect for human scale. A balance between active and calm places is important to invite many user groups.

4

A strong pedestrian network makes lively downtowns

Walking should be simple and attractive. A network that connects destinations, lovely promenades, good climatic conditions, interesting things to look at, safety throughout the day all contribute to walking. Walking activities need to be concentrated in a newtork of lively, attractive and safe streets following the principle "to concentrate" as opposed to "spread out" to ensure an active public realm.

5

Many user groups create lively downtowns

When a city is able to invite many different groups to use the public spaces--the elderly, disabled, children, families, young people, working people, etc. a more varied use of the city can be obtained both in terms of activities and time of day, week, or year. A lively city does not rule out specific user groups to invite others, but invites a great variety of all users to get the balance right.

6

A balance between road users creates lively downtowns

When traffic volumes are low and traffic moves slowly there tends to be more public life and more opportunities to meet in the public spaces. A good balance between the road users can often be achieved by inviting people to walk, cycle, or take public transport instead of the car.

A VISION FOR DOWNTOWN LOUISVILLE

The 2024 Downtown Vision Plan for Louisville amplifies previous successes such as the parklet program and Street Faire programming and expands upon existing initiatives to visualize a dynamic, vibrant vision for public spaces and streetscapes for Louisville. It articulates a series of transformative projects to begin implementing this vision soon and in the long-term.

This dynamic plan is a testament to the commitment to preserving the unique charm and character that makes Louisville special, while also embracing progress and innovative ideas. As a vibrant and thriving community, Louisville's downtown area has been a hub of activity, culture, and economic vitality. This vision plan sets out to build upon this rich history, forging a path forward that caters to the evolving needs and desires of its residents, businesses, and visitors alike.

Downtown Louisville is a thriving community on the Colorado Front Range. Restaurants, nightlife, Street Faire, and visitors create a vibrant buzz year-round and fill the city streets. Employment opportunities have created a robust and entrepreneurial spirit that permeates the community. Cyclists and pedestrians populate the streets, and glimpses of artistic expression can be found throughout downtown. Year after year, Louisville continues to garner national accolades and recognition for its downtown charm and livability.

Downtown Louisville embodies a harmonious blend of tradition and modernity. It is a place where history meets innovation, and where small-town values intersect with growing aspirations. In this document, we will outline a comprehensive vision for downtown Louisville that considers not only its physical transformation but also its role as a social, cultural, and economic focal point for our community.

The development of this vision plan has been a collaborative effort, engaging residents, business owners, city officials, and urban planners to ensure a diverse range of perspectives and ideas. Louisville's downtown should not only reflect the aspirations of its leaders but, most importantly, it should embody the dreams and desires of those who call this community home.

This plan seeks to enhance the quality of life for residents, support businesses, foster economic growth, and celebrate Louisville's unique identity. It aims to preserve heritage, protect natural resources, and create a downtown that is accessible, sustainable, and inclusive for all. As Louisville embarks on this exciting journey of revitalizing its beloved downtown, this document invites readers to explore the vision laid out in these pages, and to be a part of the ongoing conversation that will shape the heart and soul of Louisville for generations to come.

Much of Louisville's current success resulted from passion, hard work, vision, and planning. The community adopted the Design Handbook for Downtown Louisville in 1998. The following year, the community adopted the Downtown Louisville Framework Plan, with major goals that led to the transformation of downtown. Keen attention to pedestrian experience has reinvigorated the sidewalks and businesses

downtown. The residual impact of this plan is immense, and its success has paved the way for new visions that extend far beyond Main Street.

This is a time like no other for downtown Louisville. Stemming from the recent, devastating Marshall Fire and the impacts from COVID-19 on communities, now is the time to transform Louisville downtown once more. This document builds off previous and current successes in downtown Louisville, notably the successful Parklet program implemented in 2009.

The region around Louisville is booming with growth and development. Louisville has laid a foundation for success, and has the ingredients for downtown to be truly extraordinary--a world-class example of a livable, vibrant, and sustainable small-town downtown for business, visitors, residents and all that live, work, play in downtown Louisville. The entrepreneurial spirit is alive and well. Louisville's population is creative and visionary with unique resources and opportunities. And the landscape of our city offers a palette of opportunties for all kinds of improvements to the urban spaces and streetscapes in Louisville.

The alignment of all these resources and opportunities requires a renewed vision and direction for downtown. The 2024 Downtown Vision Plan sets the vision for our downtown's public spaces and streetscapes. A great city belongs to the people, as do its public spaces. Over the course of six months, hundreds of people shared their perspectives with ideas and dreams for the future of downtown Louisville. Open community meetings, pop-up events, brainstorming sessions, site walks, debates, and online dialogue led to many of the goals and action items oultined here. From the practical to the truly visionary, every contribution was valued and considered.

While the range of ideas was broad, several clear themes emerged to become the basis for this plan. How does Louisville go from great ideas to a better downtown? Translating the goals and actions of this planning document into an improved downtown experience for residents, workers, and visitors can start with a series of projects. These transformative projects will help bridge downtown's districts and ongoing development, improve the pedestrian experience, create new and improved public spaces downtown, and encourage partnerships between the many different organizations, institutions, businesses, and residents who call downtown Louisville home. Participants who attended engagement events spoke of an inclusive city that is authentic, to capitalize on our extraordinary assets. Participants wanted parks and re-imagined public transit to be prominent and accessible. They wanted a city that is walkable, bikeable, and well-connected. Participants wanted to shine a spotlight on creativity, design, innovation, and entrepreneurship. They want to bring together institutional, public, and private partners in a shared vision. Participants want a city that is truly unique, truly "Louisville."

Now the City leaders and stakeholders begin the next phase. This plan lays out goals and strategies for realizing this collection vision. Some goals encompass projects already underway, including the parklet program and the South Street underpass. Other goals start the ball rolling on long-range visions, still others tackle critical challenges or difficult locations.

While the focus areas are not exhaustive in terms of every block or district of downtown, the project areas establish a set of implementation priorities. Enhancing the downtown experience begins now!

This vision plan begins the work of realizing a vision with ideas that become concepts and concepts that begin discussions. And discussions that begin action. This plan adds some significant new ideas to the mix. Catalytic projects anchored in the downtown core will transform Louisville.

A thriving city is more than the sum of its parts; it is a machine for generating abundance. As downtown Louisville fills in the gaps and creates new connections, it will create an abundance of opportunity, interaction, choices, and experiences. It is this abundance that makes downtown special and worthy of such attention and foresight. With boldness and vision, we have the opportunity to create a public life and streetscape that will outlive us all.

Over the last two decades, Louisville has been consistently ranked as one of the top cities to live in the US, one of the best small towns in America, and one of the best cities in Colorado to raise a family.

PROJECT / REPORT	CONSTRUCTION	DRAINAGE	PLANNING
	1992 DOWNTOWN MAIN ST. REDEVELOPMENT PROJECT	2011 OUTFALL SYSTEM PLAN	DESIGN GUIDELINES
	1993 CITY HALL PLAZA	2015 DRAINAGE IMPROVEMENTS	1998 DESIGN HANDBOOK FOR DOWNTOWN
	1994 PINE STREET IMPROVEMENTS		2022 DOWNTOWN STRATEGY REPORT
	1996 WALNUT ST IMPROVEMENTS		FRAMEWORK PLAN
	1997 FRONT STREET STREETSCAPE		1999 DOWNTOWN FRAMEWORK PLAN
	1998 SPRUCE ST. PLAZA		2020 SUSTAINABILITY ACTION PLAN
	1998 PINE STREET RECONSTRUCTION		TRANSIT PLAN
	1998 PINE STREET RECONSTRUCTION		2019 TRANSPORTATION MASTER PLAN
	2015 DELO REDEVELOPMENT		2021 FUTURE 42 STUDY
	2016 SOUTH STREET UNDERPASS		
TOPICS	STREETSCAPE DESIGN AMENITY SPACE IMPROVEMENTS DRAINAGE IMPROVEMENTS	DRAINAGE IMPROVEMENTS	AMENITY SPACE IMPROVEMENTS WAYFINDING/SIGNAGE TRANSIT & PARKING ARCHITECTURAL CHARACTER HISTORIC PRESERVATION URBAN DESIGN

A Vision for Downtown Louisville

Through two public open house events, workshops, and online interactions, several consistent themes emerged. These included an emphasis on creating authentic Louisville experiences; focusing on inclusion so that downtown benefits everyone; connectivity to/from downtown area destinations; branding and identity for the downtown area.

PROJECT VISION STATEMENT

In the heart of Louisville is envisioned a downtown that is more than just a destination – it is a dynamic and welcoming expression of our community's spirit. This 2024 Downtown Vision Plan integrates branding, wayfinding, transportation, and placemaking, weaving a tapestry of connectivity and creativity that reflects the unique identity of Louisville.

The Downtown Plan vision statement incorporates these themes and is the foundation for our recommendations.

Plan Framework and Goals

This vision statement is ambitious. How to make it real is the focus of the remainder of the report. Three Framework Themes have been developed which elaborate on the vision and contain specific goals and actions necessary to implemenet the theme. The Framework Themes are detailed and summarized below:

AMPLIFY Enhance downtown Louisville's vibrancy and diversity by building on its existing strengths while introducing new programming and activation opportunities for year-round enjoyment. Focus on placemaking, public realm activation, and showcasing Louisville's creativity and history. Update streetscape amenities with unified materials, furnishings, and refreshed aesthetics.

LINK Make it easy for Louisville residents, employees, and visitors to access downtown and nearby destinations whether travelling locally or regionally. This theme supports the vision for better connectivity and sustainability by encouraging connectivity to parks, trails, bike lanes, and nearby attractions to/from downtown.

NAVIGATE Emphasize effective wayfinding systems which do not overload users with information, advocating for a consistent strategy that includes clear and legible visual cues to enhance comprehension and navigation in complex spaces.

Plan Objectives

The vision statement and plan goals create a series of vision plan objectives, each operating underneath the broader plan framework and goals:

AMPLIFY

- Respect and celebrate the unique cultural heritage of Louisville by preserving historical sites, promoting public art, and integrating cultural elements into the urban fabric, ensuring an amplified sense of identity and pride for residents.
- Foster a sense of place by incorporating distinctive elements, public art installations, and landscaping that reflect the unique identity of downtown Louisville, encouraging residents and visitors to connect with their surroundings.
- Transform underutilized areas into lively and engaging public spaces that cater to diverse community needs, providing platforms for cultural events, recreational activities, and social gatherings.
- Design and activate public spaces that serve as hubs for community events, markets, and recreational activities, promoting a sense of belonging and community.
- Implement strategies to activate streetscapes through the introduction of street-level retail, pop-up shops, and interactive installations, fostering a vibrant and lively atmosphere throughout downtown.
- Integrate green infrastructure, such as street trees, pocket parks, and landscaping to enhance the aesthetic appeal of downtown while also improve air and water quality, and contribute to the overall well-being and attractiveness of the community.

LINK

- Develop transportation options that welcome people of all ages, abilities, and varied backgrounds to downtown Louisville.
- Design complete streets that are inviting, attractive, foster social connection, and reflect the city's small-town atmosphere.
- Promote community health and environmental sustainability by encouraging downtown access by alternate modes to driving, especially for short trips from within Louisville.
- Support local businesses and economic development.
- Foster a sense of community by creating interconnected public spaces, plazas, and gathering areas that encourage social interaction and strengthen the bonds among residents.
- Create layered sidewalk, trail, bikeway, transit, and roadway networks that make it convenient and safe for users of all modes to access downtown Louisville.
- Consider how to support drivers of electric vehicles (both cars and micromobility) through public charging options.
- Improve transit access with first-and-last mile connections to bus stops and by incorporating transit-oriented development.
- Encourage safe speeds downtown by installing traffic calming infrastructure.
- Improve crossings for people walking, rolling, and biking; especially across key barriers such as South Boulder Road, CO-42, and the railroad tracks.

NAVIGATE

- Provide an easy-to-understand visual hierarchy to the information being provided.
- Use a macro-to-micro lens when creating the messaging strategy and order destinations from closest to furthest.
- Consider the number of messages per sign, or sign panel; ideally a maximum of five per sign or three per sign for vehicular signs.
- Consider using symbols when possible – they are great shorthand and multi-lingual.
- Be consistent with messages and the messaging of other existing signs in the area.
- Resist the urge to over-direct and message – simplicity is key.

Transformative Projects

The elements of the vision statement and Framework Themes are given physical form through a series of Transformative Projects which are illustrated in Chapter 4. These focus areas and strategies were chosen as the most strategic interventions where public and private interactions could have a transformative impact on downtown Louisville. The Transformative Projects are as follows:

1. STEINBAUGH PLAZA
Concentrate short-term investments on creating a dynamic streetscape between Spruce Street and Walnut Street which supports the numerous events and activities like Street Faire and the Farmer's Market and the Steinbaugh Pavilion area.

Front Street sees a high amount of use during events and festivals. Permanent conversion of this block of Front Street amplifies the best characteristics and most active areas of downtown while creating a more flexible, welcoming experience for attendees of these events.

2. FRONT STREET CURBLESS STREET
Transform the existing parking areas around the Pavilion to become a plaza: an active community node with all-season and all-weather activations and community gathering. Given its position at the intersection of Spruce Street and Front Street, it can be the new secondary destination away from Main Street and act as a compliment to the activity of Main Street. As needs arise, it could be used as curbless parking.

DOWNTOWN BY THE NUMBERS

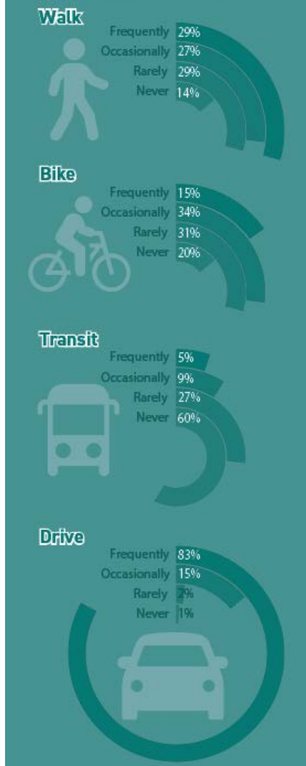
100
Unique and charming businesses on Main, Front & Pine Street

30
restaurants and eateries in Downtown

20
boutique shops offering clothing, gifts, and artisanal products

30
downtown events in the summer

LOUISVILLE MODAL USE SURVEY (2019 TMP)



3. DOWNTOWN STREETSCAPE IMPROVEMENTS
Create additional amenity space for trees, landscaping, and seating. Repair/replace existing brickin banding. Expand end-of-block bulbouts and convert a small number of parking spaces in mid-block areas. Additionally, intersection improvements like raised crossings and material improvements can help spur small improvements in the short-term. In the long-term, a curbless street could be created to further activate and transform Main Street.

Implementation

The Framework Themes and Transformative Projects cannot come to fruition without extensive parternships and a commitment for funding and financing those improvements necessary to transform and support these goals and objectives. Chapter 5 lays out the implementation strategy for the downtown Vision Plan. Under several specific strategies are actions regarding funding, governance, roles and responsibilities, and tools to recruit key uses to downtown Louisville.

ENGAGING THE PUBLIC

An extensive community engagement and stakeholder engagement process using trusted techniques was utilized to encourage a diverse group of citizens to contribute to the plan. Public open house events, stakeholder site walks and feedback meetings, and a robust online presence using Engage Louisville all offered valuable input to help guide the process. Public meetings and workshops included two pop-up events at the annual Turkey Trot and Festival of Lights. A stakeholder site walk was organized and during the site walk participants completed a survey using an analytical tool called an Urban Quality Assessment. Outreach also include two community open houses, a series of community meetings directed at specific groups including businesses and nearby residents rounded out the outreach. Stakeholder presentations included dialogue with the LRC and constant contact with City leadership. It is estimated that over 200 individuals attended these meetings, contributing vital ideas and insight.

Following the stakeholder site walk, the project team held two community open houses, presentations to Advisory Boards, and maintained constant contact with City leadership and decision-makers. It is estimated that over 200 individuals attended these meetings, contributing vital ideas and insight.

Additional information and results of stakeholder input are in Appendix E and F.

- Vendor booth / pop-up at Turkey Trot in November 2023
- Vendor booth / pop-up at Ice Skating Rink in January 2024
- Open House #1 on February 22, 2024
- Open House #2 on May 23, 2024
- Community-wide business meeting April 11th
- Downtown neighborhood meeting April 11th
- Two presentations to Louisville Revitalization Commission (open to public)

Stakeholder Site Walk (November 2023)

Parade of Lights Event booth (December 2023)

Turkey Trot Event booth (November 2023)

Open House #1 (February 2024)

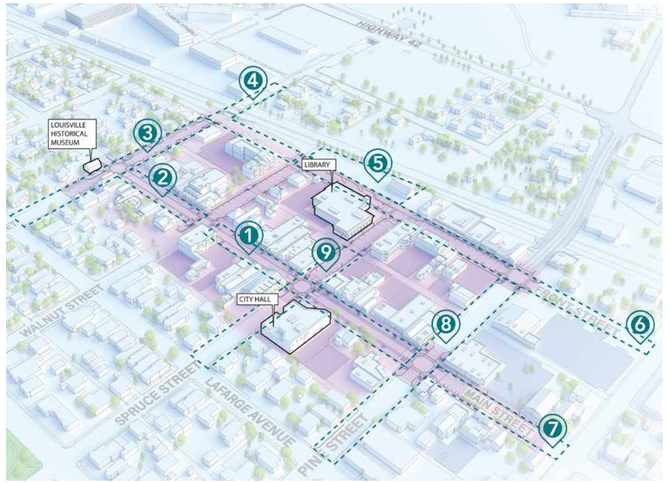
DOWNTOWN
WALK AND BIKE SCORES

WALK SCORE
82
VERY WALKABLE

BIKE SCORE
75
VERY BIKEABLE

ALL OF DOWNTOWN IS WALKABLE!

URBAN QUALITY ASSESSMENT RESULTS



12 FACTORS FOR A GREAT PUBLIC SPACE

PROTECTION	COMFORT		ENJOYMENT
Protection against traffic & accidents: feeling safe	Opportunities to walk & cycle	Opportunities to sit	Dimensioned at human scale
Protection against crime & violence: feeling secure	No unpleasant sensory experiences	Opportunities to see	Opportunities for play & exercise
Protection against inaccessibility: spaces for all	Opportunities to stop & stay	Opportunities to talk & listen	Aesthetic qualities & positive sensory experience

QUALITY ASSESSMENT
GOOD
MODERATE
POOR

CHAPTER 2

ANALYZE

The analysis of downtown Louisville encompasses a multifaceted approach, considering key aspects such as the city's historical legacy, urban development, economic landscape, cultural vibrancy, and transit initiatives. It provides a holistic understanding of Louisville, offering valuable insights into the factors that have shaped its trajectory and continue to influence its future trajectory. By peeling back the layers of the existing urban fabric, the analysis seeks not only to document the city's current state but also to forecast the potential paths that lie ahead. The analysis aspires to shed light on the dynamic interplay between tradition and innovation, community and commerce, and the natural environment and urban infrastructure that define downtown Louisville.

WHAT ARE SOME OF THE CHALLENGES?

1

Narrow Sidewalks
Limited room for patios and public space activation

2

Need for Year-round Activation
Temporary street closures do not solve all the challenges of activating streets and creating a great place to live, work, and play for all seasons and weather.

3

Need for Adaptable and Flexible Streets
Downtown Louisville is busy! With numerous fairs, festivals, events, and year-round retail and restaurant activity, Louisville needs to be adaptable and flexible for all kinds of uses.

4

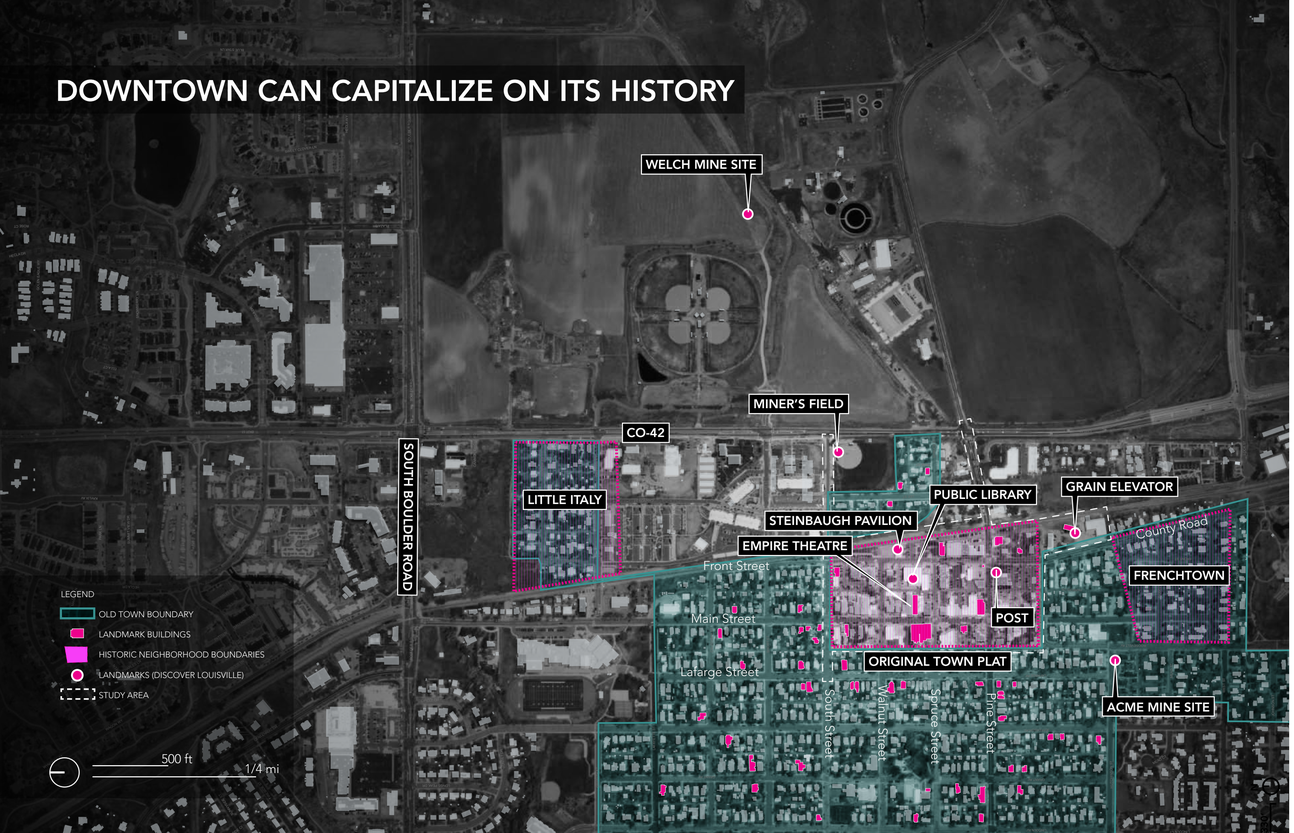
Limited Wayfinding
Downtown Louisville should be a place accessible and easy to navigate for all users.

5

Railroad Tracks
The railroad tracks are a physical barrier to both development and movement around downtown Louisville. A safe, and well-connected downtown is paramount to its success.

6

Need for Human Comfort
Because of narrow sidewalks, downtown is often lacking in simple amenities like seating and shade which create comfortable places to spend time in.



Louisville, Colorado, has a rich and varied history that reflects its evolution from a mining town to a vibrant community with a strong cultural heritage. Here is an overview of the history of Louisville, including key landmarks such as Frenchtown, the Acme Mine site, Steinbaugh Pavilion, and the grain elevator:

- Acme Mine Site: Like many towns in Colorado, Louisville experienced a mining boom in the late 19th century, primarily focused on coal mining. The discovery of rich coal deposits in the region attracted miners and their families, leading to the rapid growth of the town. The coal mining industry was a vital economic engine for Louisville and the surrounding area for decades. The Acme Mine site represents Louisville's mining heritage. The Acme Coal Mine was one of numerous mines operating in the area during the peak of the coal mining era. It played a crucial role in supplying coal for heating, industrial, and transportation purposes, contributing significantly to the local economy.

- Steinbaugh Pavilion: The Steinbaugh Pavilion is a notable gathering place in downtown Louisville with historical significance. Originally constructed in the early 1900s. Today it serves as a community hub for social events, meetings, and entertainment activities. Over the years, the pavilion has been renovated and restored, preserving its historical charm while adapting to modern uses as a venue for concerts, markets, and festivals.

- Grain Elevator: The grain elevator is another iconic landmark that reflects Louisville's agricultural heritage. Grain elevators were crucial facilities for storing and processing grains, supporting local farmers and contributing to the region's agricultural economy. While many grain elevators across the country have disappeared over time, the preservation of Louisville's grain elevator serves as a reminder of the town's agricultural roots. As mines shut down, there was a turn toward dining that allowed downtown's economy to shift. Downtown Louisville soon became known as a regional destination for Italian-American food and culture.

Today, Louisville celebrates its history through various initiatives, including historical preservation efforts, heritage festivals, and interpretive programs. The town's historic sites and landmarks serve as tangible connections to its past, attracting visitors and residents alike who appreciate its rich cultural heritage and unique identity rooted in mining, agriculture, and community traditions.

Strategies

Utilizing Louisville, Colorado's rich history to influence downtown streetscape and public spaces can create a vibrant environment honoring the town's heritage while meeting modern urban needs. Potential strategies to implement:

Historical Signage Install signs and displays highlighting key historical events, buildings, and figures with interactive elements for more information.

Heritage Art Commission sculptures, murals, or installations reflecting local history like coal mining, agriculture, or the railroad.

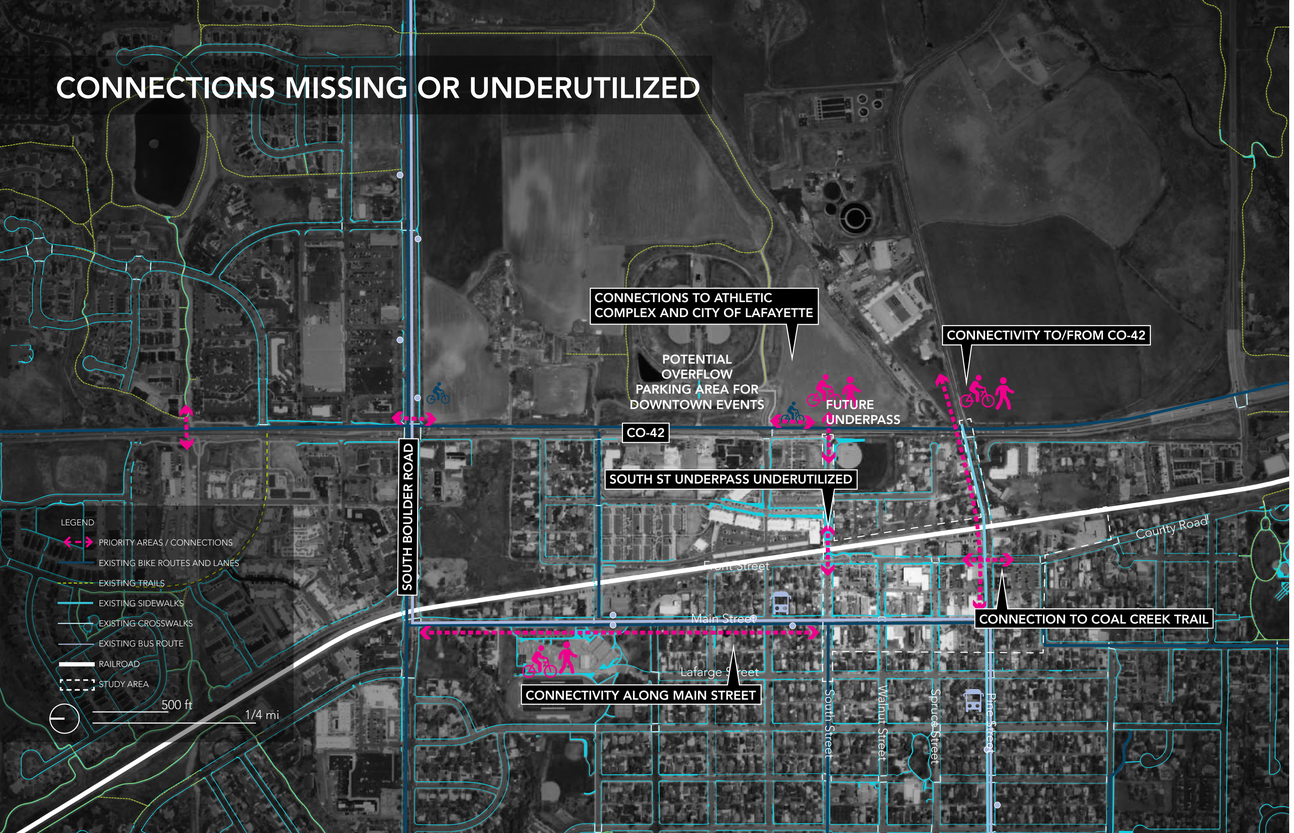
Historic Building Preservation Encourage adaptive reuse of historic buildings while maintaining their architectural character for modern uses.

Walking Tours Develop guided historical tours with maps or apps for residents and visitors.

Adaptive Street Design Incorporate historical motifs into street furniture, paving, and lighting.

Heritage-themed Art Installations Commission public art installations that reflect Louisville's history, such as sculptures, murals, or installations inspired by local industries like coal mining, agriculture, or the railroad. These artworks can serve as focal points in public spaces, sparking conversations about the town's past.

Implementing some or all of these strategies will create a historic yet modern downtown reflecting community pride and cultural vitality.



Louisville downtown is generally welcoming and accessible to vehicular traffic but there are opportunities to improve connectivity and access for users of alternative modes. North-south crossings of South Boulder Road and east-west crossings of the railroad tracks remain challenging for those outside of a vehicle. Additionally, CO-42 to the east is a barrier and there are no strong connections to anything east of CO-42. Connecting the wider trail and bikeway network to downtown would encourage access for people walking, rolling, and biking. For further analysis, please refer to Appendix D: Parking, Traffic, and Mobility Report.

Louisville, Colorado, is known for its efforts to promote alternative transportation modes such as cycling, walking, and public transit. The city has made significant investments in infrastructure to support these modes of transportation, especially in the downtown area. However, challenges may still exist, particularly in areas where pedestrian and cyclist safety could be improved.

Bike Facilities and Trail Network

Louisville boasts an extensive network of bike lanes, paths, and trails that connect various parts of the city, but is more limited in the downtown area. The city's commitment to promoting cycling as a viable transportation option is evident, but opportunities like advisory bike lanes could be explored further to connect Downtown to other areas of the city.

The Coal Creek Trail is a popular route for cyclists and pedestrians, offering scenic views and connectivity to key destinations. New advisory bike lanes could help connect the trail to downtown. Additionally, bike racks are strategically placed throughout the downtown area to encourage cycling for short trips to local businesses and amenities. However, more are needed.

Transit Infrastructure

Louisville is part of the larger Denver metropolitan area, which has a comprehensive public transit system operated by Regional Transportation District (RTD). Residents and visitors can access bus routes that serve Louisville, providing connections to neighboring cities and Denver's downtown core.

The RTD bus service DART helps facilitate regional mobility for commuters and travelers especially to/from Boulder.

Sidewalks and Pedestrian Crossings

In downtown Louisville, sidewalks are generally well-maintained and provide safe pathways for pedestrians. However, challenges for pedestrians often arise at intersections and crossings, especially on busy streets where vehicle speeds may be higher.

Some areas in downtown Louisville have limited pedestrian amenities such as marked crosswalks, pedestrian signals, or curb extensions (bulb-outs) that enhance safety and visibility for pedestrians. Improving these features can contribute to a more walkable and pedestrian-friendly downtown environment.

Difficulties for Pedestrians and Cyclists

Despite Louisville's overall commitment to alternative transportation and pedestrian safety, there are still specific areas in downtown that pose challenges for pedestrians and cyclists. These challenges include:

High-Traffic Intersections

Busy intersections along Main Street or other arterial roads may require enhanced pedestrian crossing facilities such as signalized crosswalks with countdown timers, refuge islands, or raised crosswalks to improve safety and accessibility.

Lack of Continuous Bike Lanes

While Louisville has bike lanes in many areas, gaps in the network or discontinuous lanes in downtown streets can deter cyclists and make cycling less safe, especially near areas with heavy vehicular traffic.

Limited Bike Parking

Although there are bike racks in downtown Louisville, increasing the availability of secure bike parking facilities near popular destinations like shops, restaurants, and public buildings can encourage more people to cycle for short trips.

Strategies

This initial evaluation of existing programs and infrastructure for people walking, rolling, biking, taking transit, and driving to and around downtown Louisville finds that while downtown is generally welcoming and accessible to vehicular traffic, there are opportunities to improve connectivity and access for users of alternate modes.

East-West Connections Install signs and displays highlighting key historical events, buildings, and figures with interactive elements for more information.

Sidewalks Expand the width of sidewalks on key downtown access streets could enhance pedestrian comfort, encourage walkability around the downtown area, and improve first-and-last-mile connections to bus stops.

Trail and Bikeway Network Connecting the wider trail and bikeway network to downtown via more comfortable facilities would also encourage access for people walking, rolling, and biking.

Safe Multi-modal Access Continue to install secure bike parking, traffic calming features, and accessible crossings

Underpass at CO-42 and South Street The Underpass at CO-42 and South Street will strengthen connections east of CO-42 and downtown. Investing in a similar strategy by planning for a second railroad underpass like the South street pedestrian underpass will continue to provide a safe pedestrian network.

Downtown is known for its vibrant community atmosphere and diverse range of events and activities throughout the year. The downtown area, particularly along Front Street and Main Street, serves as the heart of the city's social and cultural scene, attracting residents and visitors alike. One of the standout events that highlights the energetic spirit of downtown Louisville is the Street Faire, but there are also numerous other activities and attractions to enjoy.

However, the density of uses which attract indoor-outdoor experiences and help create a vibrant downtown are concentrated along Main Street and Front Street between South Street and Pine Street. Away from these blocks, the density of retail, restaurant, shopping opportunities quickly lessens. Design solutions could help to further activate and define these two blocks as the "epicenter" of the Louisville downtown experience. Steinbaugh Pavilion and areas around it host Street Faire and Old Town Skate among others.

Louisville Street Faire

The Louisville Downtown Street Faire is a highly anticipated summer event that typically runs on Friday evenings from June through August. Held on Front Street, this lively festival features live music from local and regional bands, food vendors offering a variety of cuisines, craft beer from local breweries, and a vibrant atmosphere filled with dancing, socializing, and family-friendly entertainment. The Street Faire draws large crowds of all ages and is a favorite gathering spot for the community to enjoy summer evenings outdoors.

Farmers' Market

The Louisville Farmers' Market, held on Saturdays during the growing season, is a popular attraction for those seeking fresh produce, artisanal foods, handmade crafts, and live music. Located on Front Street, the market offers a bustling environment where visitors can interact with local farmers and artisans while enjoying a morning or afternoon of shopping and community engagement.

Concerts and Performances

Throughout the year, downtown Louisville hosts concerts, performances, and cultural events at venues such as the Louisville Center for the Arts, local parks, and Steinbaugh Pavilion. These events showcase a variety of musical genres, dance performances, theatrical productions, and community celebrations, providing entertainment options for residents and visitors of all ages.

Dining and Shopping

Front Street and Main Street in downtown Louisville are lined with charming shops, boutiques, cafes, and restaurants offering a diverse culinary experience. Visitors can explore unique shops for clothing, gifts, antiques, and home decor, while also enjoying a wide range of dining options from casual eateries to fine dining establishments featuring locally sourced ingredients and international cuisines.

The concentration of events and activities in downtown Louisville, particularly along Front Street and Main Street, creates a dynamic and inviting environment for people to socialize, shop, dine, and immerse themselves in the city's cultural offerings. Whether attending a Street Faire, browsing art galleries, sampling fresh produce at the farmers' market, or enjoying live music and performances, there is always something happening to showcase the vibrant spirit of downtown Louisville.

Strategies

Flexible Plazas and Patios

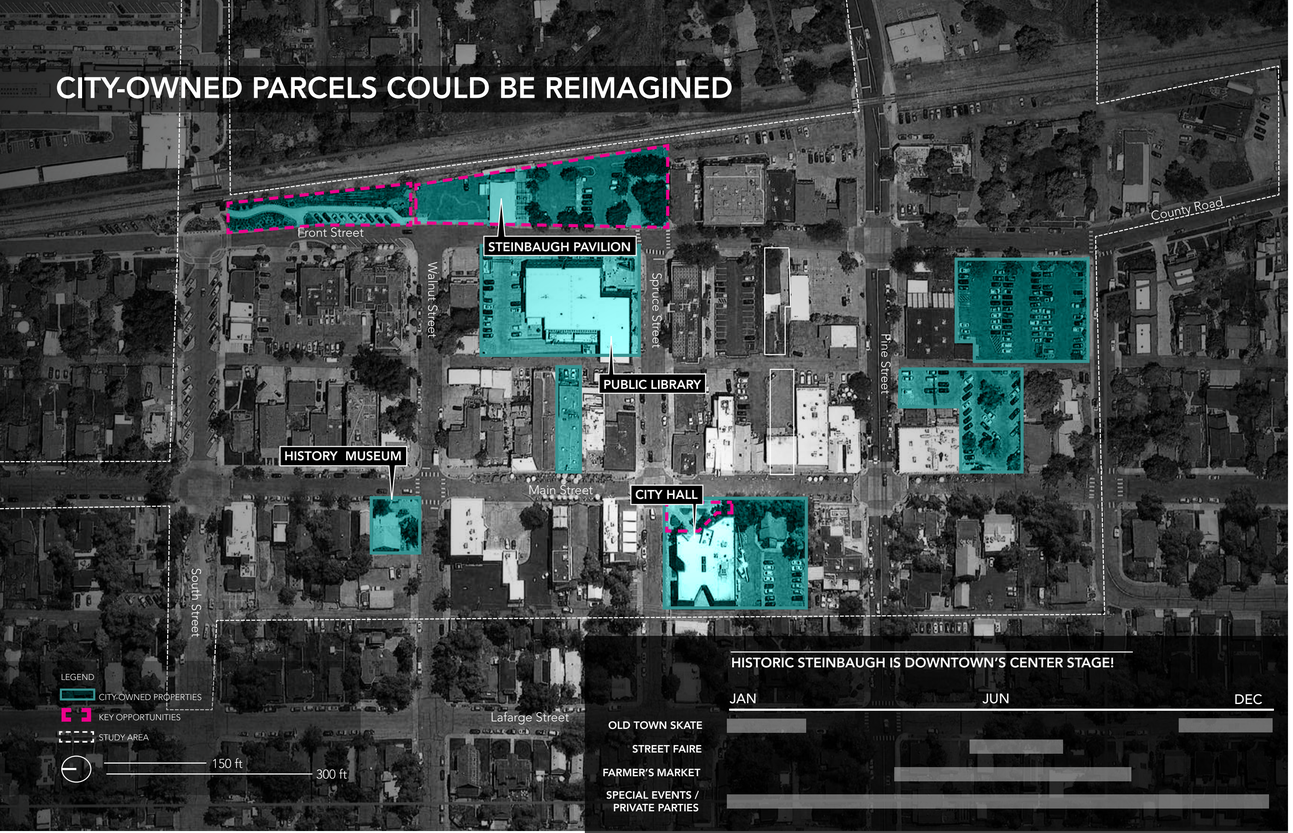
- Provide unprogrammed patio space in the public right-of-way for adjacent business use through a permit system. Have a contingency plan to program the space with other public uses if needed.
- Identify small spaces that feel protected and intimate in addition to larger, open spaces.
- Consider the optimal number of patios and bumpouts in order to provide reprieve for pedestrians, rather than fitting in as many patios as possible.

Vibrant Programming

- Allow for creative and varying business use and design of patios and spaces in the right-of-way but provide a consistent design standard or edge/boundary element to contribute to a cohesive, high-quality streetscape character.
- Provide different types of public spaces with varied elements such as public art, children's play areas, cultural/historic/interpretative signage, and unprogrammed public seating areas.
- Consider and leverage seasonality and variety throughout the year and for special occasions/holidays.

Unique Special Events

- Design priority blocks for optimal ease of event setup, vendor functions, and emergency access.
- Use movable furniture and amenities as much as possible in blocks prioritized for hosting special events. Use furnishings which are heavy and durable enough to deter vandalism or theft but are still movable.



Louisville features several city-owned properties that play important roles in the community's social, cultural, and economic life. These properties are strategically located within the downtown area, contributing to the overall vibrancy and identity of Louisville.

These city-owned properties collectively contribute to the livability, cultural richness, and sense of community in downtown Louisville. They provide spaces for governance, learning, recreation, creativity, and historical exploration, reflecting the diverse interests and needs of the residents. Additionally, these properties often serve as venues for public events, collaborations with local organizations, and initiatives aimed at enhancing the quality of life for Louisville residents.

Louisville City Hall

Louisville City Hall serves as the administrative center for local government operations. It houses offices for city officials, council chambers for public meetings, and departments responsible for various municipal services such as permits, planning, and community development. The area in front of City Hall often serves as a public gathering space for events, ceremonies, and community activities. This plaza area could be enhanced as a part of future downtown redevelopment efforts to make it the "front door" of Louisville.

Louisville Public Library

The Louisville Public Library is a vital community resource offering a wide range of books, multimedia materials, digital resources, and educational programs for residents of all ages. It provides spaces for reading, studying, computer access, and community meetings. The library often hosts events, workshops, author talks, and children's programs, contributing to literacy and lifelong learning in the community. By locating new programming and public space amenities near the library, the library and its recently completed plaza can be more flexible and attractive spaces for programs in the summer. Public amenity improvements could also mean more visitor traffic into the library.

Louisville Historical Museum

The Louisville Historical Museum preserves and shares the history, heritage, and cultural legacy of Louisville and the surrounding area. It features exhibits, artifacts, archives, and educational programs highlighting the city's evolution, industries, residents, and landmarks. The museum offers insights into the community's past and fosters an appreciation for local history among residents and visitors.

An enhanced streetscape and public amenity areas adjacent the museum can benefit the museum through enhanced programming opportunities, safety and better accessibility for walkers and cyclists as well as a safer connection to the Middle School north of the museum

Steinbaugh Pavilion

The Steinbaugh Pavilion in downtown Louisville, Colorado, serves as a vibrant community hub, hosting various events, concerts, markets, and gatherings throughout the year. It fosters a sense of unity and belonging among residents, while also attracting visitors and boosting the local economy. As a central gathering space, it enhances the cultural fabric of the city, providing opportunities for recreation, entertainment, and social interaction, thus playing a pivotal role in shaping the identity and vitality of Louisville.

Strategies

Outdoor Performance Areas Designate areas for outdoor performances, concerts, or movie screenings. Install stages, lighting, sound systems, and seating arrangements to accommodate diverse events and entertainment options.

Public Restrooms Install accessible public restrooms in strategic locations within downtown areas to improve convenience for residents, visitors, and event attendees.

Water Features Incorporate small water features like fountains or splash pads to add visual interest, provide a cooling effect during hot months, and create interactive spaces for children and families.

Adaptive Reuse of Buildings Renovate existing buildings on city-owned properties such as the Steinbaugh Pavilion to renovate them for community use and new programming opportunities. Preserve historic features while updating interiors for modern functionality.

Plazas and Courtyards Convert underutilized areas into inviting plazas or courtyards with seating, shade structures, greenery, and public art installations. These spaces can serve as gathering spots for events, socializing, and relaxation.

The current street tree canopy is limited throughout downtown. Implementing an urban street tree program within the right-of-way in downtown Louisville, Colorado, can yield numerous benefits that positively impact the local environment, economy, and community well-being. Here are the specific benefits of such a program:

Improved Urban Microclimate

Street trees provide shade, which helps to reduce pavement and air temperatures in downtown areas. This cooling effect creates more comfortable outdoor spaces for pedestrians, shoppers, and businesses, especially during hot summer months.

Enhanced Air Quality

Trees play a vital role in capturing air pollutants such as particulate matter, nitrogen oxides, and carbon dioxide through their leaves and bark. By filtering and absorbing these pollutants, street trees help improve air quality in downtown Louisville, benefiting public health and environmental sustainability.

Stormwater Management

Tree canopies intercept rainfall and reduce stormwater runoff onto streets and sidewalks. This natural water management function helps alleviate pressure on stormwater infrastructure, minimizes flooding risks, and promotes groundwater recharge, contributing to sustainable water management practices.

Visual and Aesthetic Appeal

Well-planned street tree plantings and landscaping enhance the visual aesthetics of downtown streetscapes. Trees provide greenery, seasonal colors, and texture variations that soften the urban built environment, creating a more inviting and attractive atmosphere for residents, visitors, and businesses.

Noise Reduction

Trees act as effective sound barriers, absorbing and deflecting urban noise from traffic and other sources. By reducing noise pollution levels, street trees contribute to creating quieter and more pleasant urban environments for pedestrians and nearby residents.

Increased Property Values

Streets lined with healthy, mature trees are often perceived as desirable and contribute to higher property values for adjacent residential and commercial properties. This can attract investment, support local businesses, and enhance the overall economic vitality of downtown areas.

Promotion of Active Transportation

Shaded sidewalks and tree-lined streets encourage walking, cycling, and outdoor activities among downtown visitors and residents. Accessible and appealing pedestrian environments promote active transportation options, reduce car dependency, and support public health goals.

Wildlife Habitat and Biodiversity

Urban street trees provide habitat, food sources, and shelter for birds, insects, and small mammals. Maintaining a diverse tree canopy within the right-of-way supports urban biodiversity, ecological resilience, and wildlife conservation efforts.

Community Engagement and Pride

Involving the community in tree planting events, maintenance activities, and educational programs fosters a sense of ownership, civic pride, and environmental stewardship among Louisville residents. It also promotes community cohesion and collaboration in enhancing public spaces.

Climate Resilience and Adaptation

Trees contribute to climate resilience by sequestering carbon dioxide, reducing energy consumption for cooling buildings through shading, and providing natural protection against extreme weather events such as heatwaves and heavy rainfall.

By leveraging these benefits through strategic planning, tree species selection, proper maintenance practices, and community engagement, an urban street tree program within the right-of-way can significantly enhance the livability, sustainability, and attractiveness of downtown Louisville, benefiting both current and future generations.

Strategies

Tree Species Selection
Choose tree species suited to urban environments, considering factors such as size, tolerance to pollution and compacted soil, drought resistance, and aesthetic attributes. The plan should also keep in mind that the trees are a part of the City's holiday lights program.

Planting and Maintenance Standards
Develop guidelines for proper tree planting techniques, watering schedules, pruning practices, and pest/disease management to ensure tree health and longevity.

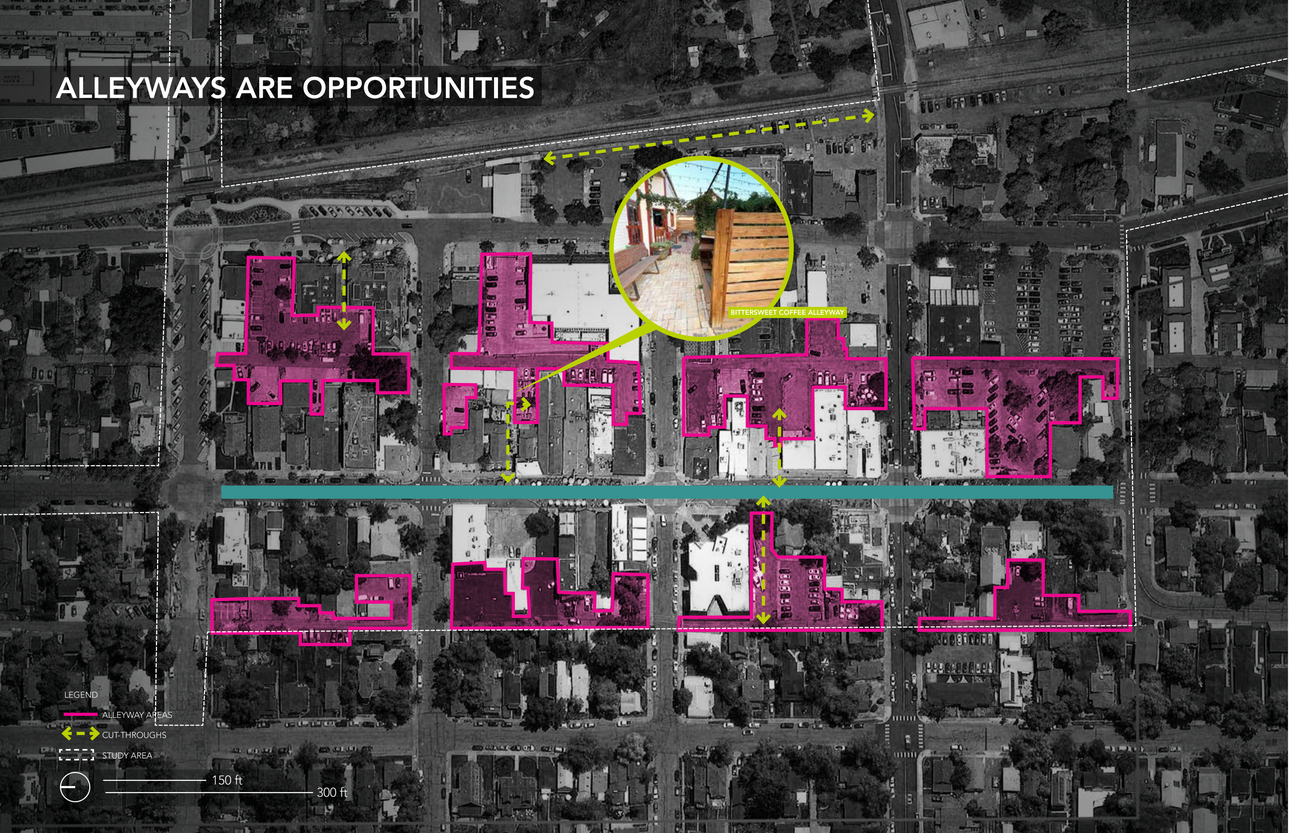
Green Infrastructure Integration
Incorporate green infrastructure elements such as tree trenches, rain gardens, and vegetated swales into streetscape designs to manage stormwater and enhance landscape aesthetics.

Public-Private Partnerships
Collaborate with business organizations, property owners, and community groups to fund and maintain street trees and landscaping features within the right-of-way.

Seasonal Planting and Maintenance Implement seasonal planting and maintenance schedules to ensure ongoing care, including mulching, fertilization, electrical connections and winter protection for newly planted trees.

Design Guidelines Develop design guidelines for streetscape improvements, including tree planting spacing, sidewalk integration, street furniture placement, and landscape maintenance standards.

Monitoring and Evaluation Establish monitoring protocols within the City or a governmental partnership to assess the health, growth, and performance of street trees and landscaping elements over time, making data-driven decisions for program adjustments and improvements.



Louisville's alleyways offer untapped potential for creative repurposing and redesign to enhance the downtown area's functionality, aesthetics, and community engagement. Louisville's alleyways are multifunctional, serving for loading, parking, and pedestrian access to Main Street, Front Street, and LaFarge Street. Alleyways primarily serve functional purposes such as utility access, deliveries, and service entrances for businesses.

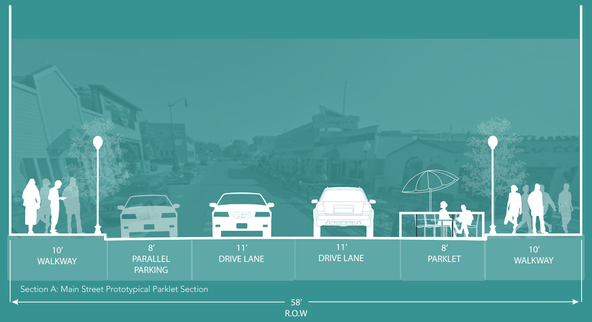
Alleyways in downtown Louisville are currently underutilized or overlooked in terms of public use, aesthetics, and activation. Alleyways feel under-served and not always comfortable. Enhanced alleys can add to the public realm but also provide opportunities for additional businesses to start, expand, create new experiences and more. They can be designed for walking, cycling, seating, and events while maintaining utility for deliveries and waste services. Enhancements like expanded restaurant patios and cultural events and rooms for small businesses can make these spaces more attractive and vibrant. Bittersweet Coffee's alleyway improvements serve as an example of this type of creative re-purposing.

Strategies

Distinctive Alleyways

- Design alleyways to accommodate various activities, such as walking, cycling, seating, and small-scale events.
- Maintain access for delivery and trash and recycling services within the alleyway
- Prioritize safety with proper lighting, clear sightlines, and security measures to deter crime and vandalism.
- Incorporate public art, murals, or sculptures to add visual interest and create a sense of place. Use signage and wayfinding elements to help people navigate and understand the significance of the alley
- Introduce plants, trees, and landscaping to improve air quality, provide shade, and create a more pleasant environment. Plans to do so should acknowledge larger vehicles which utilize alleyways for deliveries and building services such as trash/recycling.
- Organize regular events, such as art markets, pop-up shops, or cultural performances, to draw people to the alley. Plan for easy access to utilities, such as electrical outlets, for pop-up events, vendors, or temporary installations.

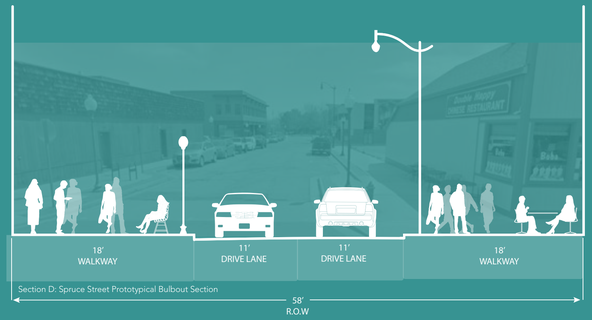
TYPICAL EXISTING STREETSCAPE SECTIONS



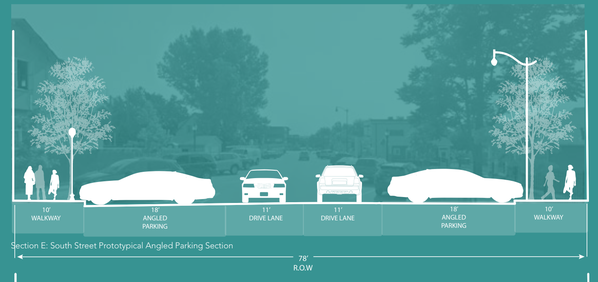
Section A: Main Street Prototypical Parklet Section

Section C: Spruce Street Prototypical Section

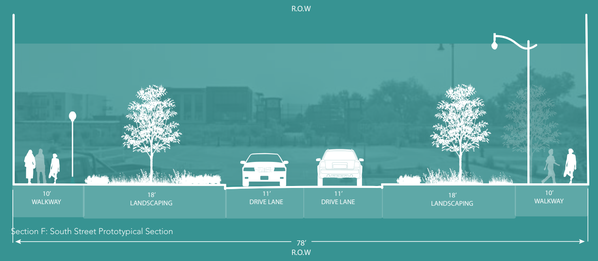
Section B: Main Street Prototypical Bulbout Section



Section D: Spruce Street Prototypical Bulbout Section

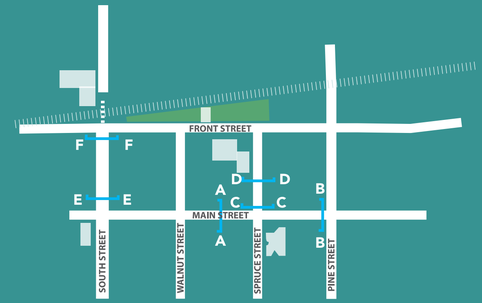


Section E: South Street Prototypical Angled Parking Section



Section F: South Street Prototypical Section

Existing streetscape section analysis shows characteristics of key streets including Main Street, Spruce Street, and South Street. There is limited vegetation and overhead canopy in all cases. Diagonal parking is featured only on South Street. Sidewalks are generally narrow except in cases of the end-block bulbouts on Main Street. There is a general lack of furnishings, seating opportunities, and amenities currently within these streets.



CHAPTER 3

THINK BIG

This section lays a visionary blueprint for the future of downtown Louisville. This chapter captures a forward-thinking vision plan which is crafted to elevate downtown into a vibrant and sustainable community that seamlessly integrates the rich tapestry of its history with the needs and opportunities of the modern world using contemporary design and planning practices. The vision visualizes a downtown that not only preserves its unique character and small-town charm but also embraces innovation, connectivity, and inclusivity. Through a series of strategic and impactful projects, a roadmap is created to cultivate an urban environment that fosters economic vitality, cultural richness, and an unparalleled quality of life for residents and visitors alike.

THREE THEMES FOR AN IMPROVED DOWNTOWN

The vision plan emphasizes the importance of "thinking big" — a practical approach that goes beyond conventional limits. This document aims to outline a blueprint for downtown Louisville that reflects its historic roots, capitalizes on what's working, and addresses contemporary living and emerging trends in urban design strategy. It sets the stage for a lasting legacy. Our focus is on creating functional and inspiring spaces that cater to the evolving needs of the Louisville community. Here we delve into the details of this pragmatic yet visionary approach to creating streetscapes and urban places within Louisville.

The plan addresses these opportunities and needs under the Framework Plan utilizing the key themes of Amplify, Link, and Navigate. These three themes are deeply embedded within the preferred vision plan at multiple scales.

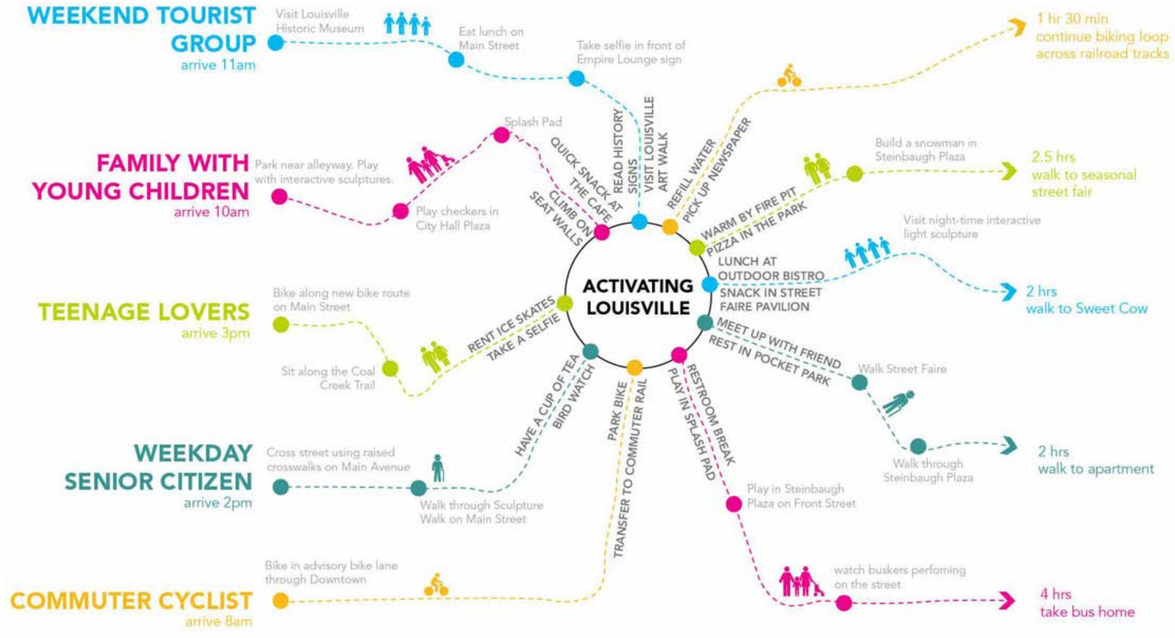
AMPLIFY Enhance downtown Louisville's vibrancy and diversity by building on its existing strengths while introducing new programming and activation opportunities for year-round enjoyment. Focus on placemaking, public realm activation, and showcasing Louisville's creativity and history. Update streetscape amenities with unified materials, furnishings, and refreshed aesthetics.

LINK Make it easy for Louisville residents, employees, and visitors to access downtown and nearby destinations whether travelling locally or regionally. This theme supports the vision for better connectivity and sustainability by encouraging connectivity to parks, trails, bike lanes, and nearby attractions to/from downtown.

NAVIGATE Emphasize effective wayfinding systems which do not overload users with information, advocating for a consistent strategy that includes clear and legible visual cues to enhance comprehension and navigation in complex spaces.

THREE THEMES

1. **AMPLIFY**
2. **LINK**
3. **NAVIGATE**



THEME 01 **AMPLIFY**

AMPLIFY

If it ain't broke, don't fix it...Make it even better!

Goal

Create a vibrant, active, and diverse downtown experience which strengthens the existing positive qualities of Downtown Louisville while also creating new programming and activation opportunities for year-round enjoyment for residents and visitors. This theme supports the vision for enhanced placemaking, public realm activation, and reflecting the creativity and history of Louisville.

Phasing Over Time

In order to ensure the most impactful improvements to the downtown are prioritized, projects within the framework plan have been grouped into three time frames: Now, Soon, and Eventually. Projects to be completed now, or in the next 0-3 years, emphasize streetscape improvements that prioritize pedestrian comfort and safety and cyclists including the implementation of advisory bike lanes and complete streets. These also amplify the positive momentum of events and festivals including the conversion of Front Street between Spruce Street and Walnut Street to a curbless street.

Soon, or in the next 3-8 years, substantial, more permanent improvements to the downtown area can be implemented. This might involve significant upgrades to spaces such as alleyway improvements and renovations to the existing City Hall plaza.

Projects completed eventually, or in 8+ years, are significantly more aspirational. These long-term ambitions include a curbless street on Main Street between Elm Street and South Street. While the improvements made in 0-8 years will significantly transform downtown, these longer-term projects have the potential to position downtown Louisville as a true innovation for small communities along the Front Range with a series of unique, iconic downtown spaces.

Short-term Strategies (0-3 Years)

1. Curbless Street Renovation: Redesigning Front Street with curbless or low-profile curbs creates a seamless transition between sidewalks and roadways. This approach also allows for flexible use of street space, such as outdoor dining areas, pop-up markets, and community events, enhancing the vitality of the downtown district.

2. Intersection Improvements: Implementing raised crossings at key intersections enhances pedestrian safety by clearly delineating pedestrian pathways and reducing vehicle speeds. These improvements also contribute to the overall walkability and attractiveness of the downtown area, encouraging residents and visitors to explore on foot.

3. Urban Plaza Creation: Another vital strategy for enhancing the downtown area of Louisville, Colorado, is the creation of an urban plaza. This plaza serves as a focal point for community gatherings, cultural events, and recreational activities, fostering a vibrant public realm that attracts residents and visitors alike.

4. Install new trees throughout downtown.

5. Update hardscape and brick banding throughout downtown.

Medium-term Strategies (3-8 Years)

6. History Sculpture Walk: Celebrating the rich cultural heritage of Louisville, a history sculpture walk can be integrated into the streetscape design on Main Street from South Street (Louisville Historical Museum) to South Boulder Road. This curated collection of sculptures and installations along designated routes not only adds aesthetic value but also serves as educational markers, highlighting significant moments and individuals in the city's history.

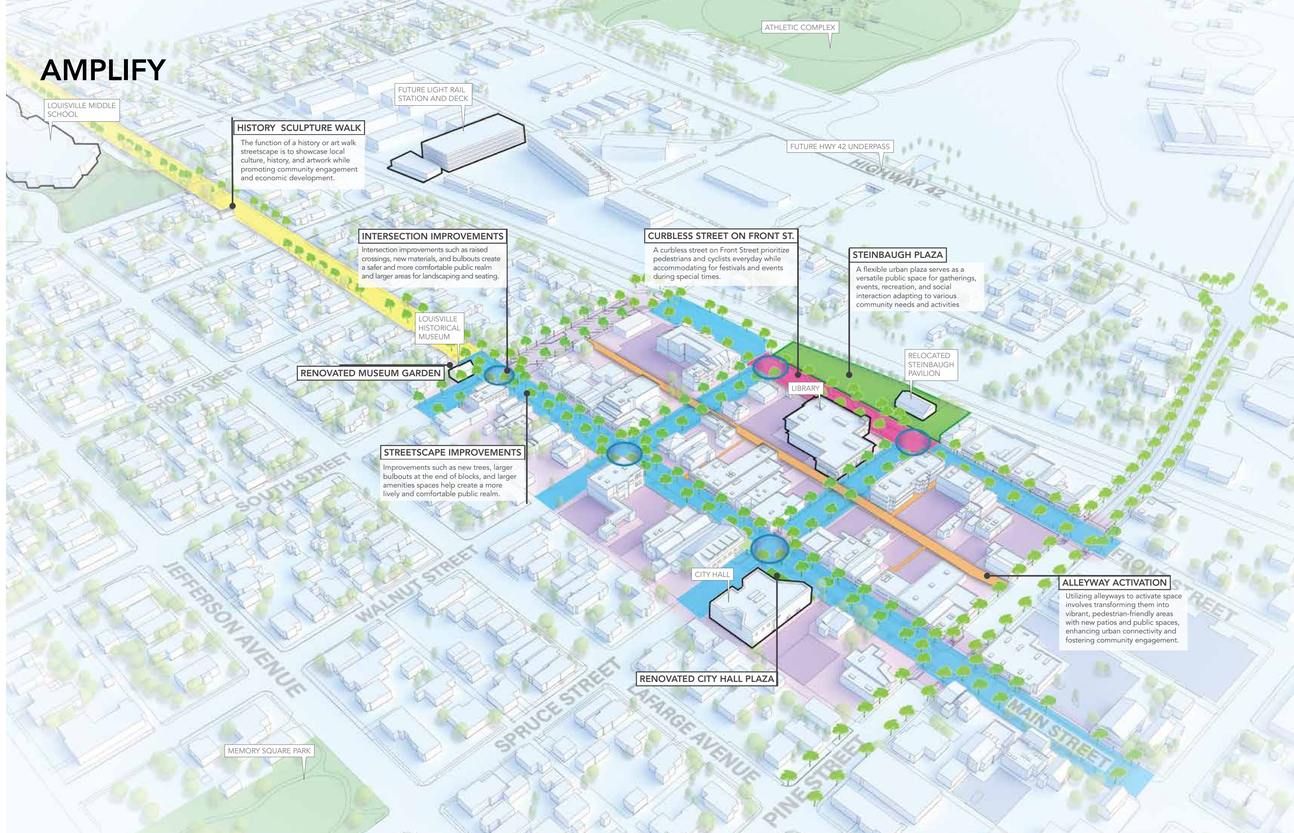
7. Alleyway Activation: Transforming underutilized alleyways into dynamic, engaging spaces is another crucial strategy. By reimagining these spaces as pedestrian-friendly corridors with public art installations, seating areas, and greenery, we can foster community interaction and support local businesses through increased foot traffic.

Long-term Strategies (8+ Years)

1. Curbless Street Renovation on Main Street: Redesigning Main Street with curbless or low-profile curbs creates a seamless transition between sidewalks and roadways to enhance the flexibility and adaptability of the street for differenet times of the day and season. This type of configuration is adaptable to changing land-uses and needs throughout the public realm.

2. Renovated City Hall Plaza: Create a civic "front door" to City Hall and the core of Main Street.

3. Renovated Plaza near Historical Museum: Create a welcoming gathering place that celebrates Louisville's history.



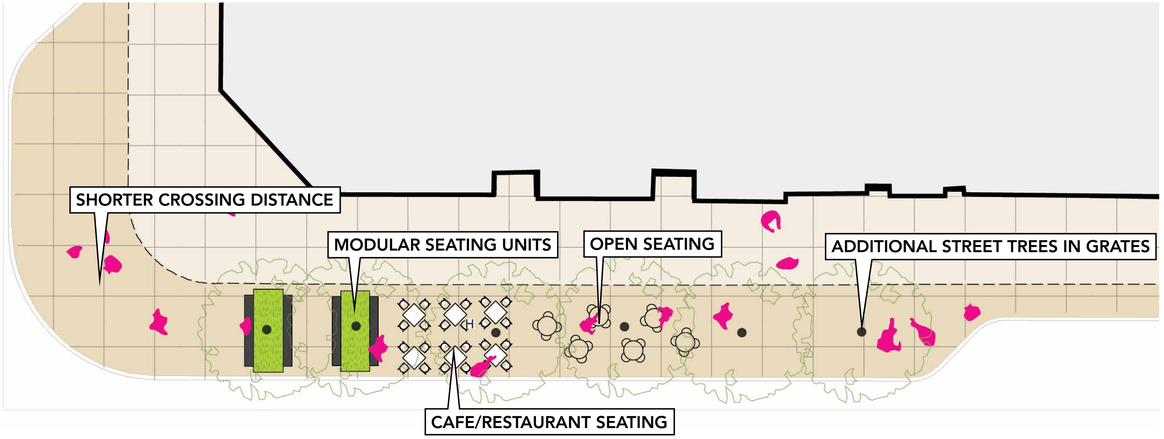
STREETSCAPE IMPROVEMENTS

Enlarged bulbouts at intersections can significantly enhance the pedestrian experience and support local businesses, such as restaurants or cafes. Specific strategies and benefits include:

- Increased Amenity Space: By enlarging bulbouts, the sidewalk area expands, providing more space for amenities like street trees, seating, and planters. This increased amenity space creates a more inviting environment for pedestrians to stroll, linger, and patronize local businesses downtown.
- Bistro Space for Restaurants: Enlarged bulbouts can be strategically designed to accommodate outdoor seating areas for restaurants or the wider sidewalks can allow bistro seating in front of restaurants on the existing sidewalk. Enhancing the dining experience for patrons will increase the overall vibrancy of downtown.
- Enhanced Greenery and Landscaping: Enlarged bulbouts offer opportunities for additional street trees and landscaping, which not only beautifies the streetscape but also provides shade for pedestrians or diners.
- Community Gathering Spaces: By incorporating seating, planters, and other furnishings into the enlarged bulbouts, these spaces can become hubs for social interaction and community gatherings.
- Economic Benefits for Businesses: Providing bistro space for restaurants can increase their seating capacity and attract more customers, ultimately boosting revenue. Additionally, the enhanced pedestrian environment can attract more visitors to downtown Louisville, leading to increased foot traffic and sales for local businesses.
- Traffic Calming and Visual Appeal: Enlarged bulbouts help to visually narrow the roadway, slowing down vehicular traffic and creating a safer environment for pedestrians. The incorporation of aesthetic elements such as decorative paving, street furniture, and lighting can further enhance the visual appeal of the streetscape, making downtown Louisville a more attractive destination for residents and visitors alike.
- Parking Challenges: Ensure those driving to downtown still have easily accessible parking nearby. Through this plan, additional angled parking has been identified along South Street
- Add electrical access: add additional electrical needs for lighting of patio bistro space needs or holiday lights or events. These could also be draped over the roadway like Larimer Square in Downtown Denver.

These strategies can help to create a more vibrant, pedestrian-friendly downtown environment that fosters economic vitality and comfort for pedestrians and users.

TYPICAL ENLARGED BULBOUT DESIGN



STEINBAUGH PLAZA: A COMMUNITY LIVING ROOM

Nestled within the heart of Lousiville's bustling downtown, Front Street's flexible urban plaza could be remimagined as a dynamic and inviting space that seamlessly blends functionality with artistic expression.

The plaza could be designed in a way that it could be used for a range of activities: from parking to play.

Creating a flexible urban plaza offers a range of benefits that contribute to the well-being and vibrancy of Louisville. They foster community engagement by providing adaptable environments for social gatherings, events, and spontaneous interactions. These spaces enhance activation, physical activity, relaxation, and a sense of place. Flexibility allows for diverse programming, accommodating various activities such as markets, performances, and recreational events. Additionally, these spaces often incorporate green elements, contributing to urban sustainability and providing a respite from the concrete jungle. The adaptability of these areas also supports economic vitality, attracting businesses and promoting tourism. Furthermore, by encouraging multi-modal transportation and walkability, flexible urban spaces contribute to reduced traffic congestion and improved air quality, fostering a healthier urban environment. Overall, the dynamic nature of flexible urban spaces enriches the urban fabric, making cities more livable and resilient.

Well-designed public open space like an urban plaza can lead to further economic investment and better performance for businesses near the plaza. This heightened activity can translate into higher consumer spending at nearby businesses such as cafes, restaurants, shops, and entertainment venues. Studies have shown that urban plazas can lead to a boost in retail sales ranging from 10% to 30%.

Further research suggest that vibrant urban plazas can lead to tourism spending increases of 10% to 20%.

The presence of a vibrant urban plaza can stimulate economic activity and create job opportunities within the community. Beyond the direct employment generated by businesses operating in the vicinity of the plaza, there may also be opportunities for entrepreneurship and small-scale vendors to thrive during events and festivals held in the plaza.

FRONT STREET BECOMES CURBLESS

Downtown Louisville's parklet program and temporary Main Street road closure showcased the benefits of a reconfigured streetscape. These two programs could be enhanced further with marquee streets like Front Street, turning it into a curbless street.

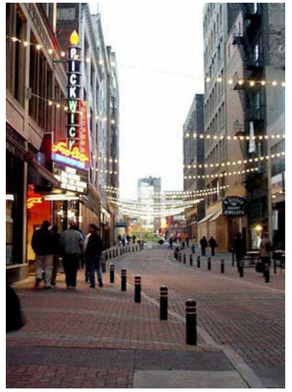
A curbless street, characterized by the absence of traditional curbs and a more open design, offers several benefits that enhance the experience for both event-goers and the community. A curbless street promotes accessibility, safety, flexibility, and community engagement, creating a more inclusive and vibrant urban space for both daily life and special events:

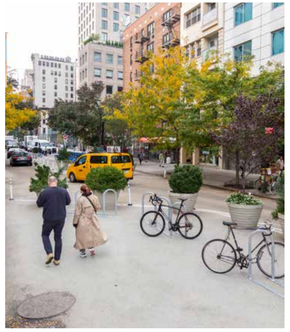
- Flexibility: The absence of curbs allows for more flexibility in street use, enabling event organizers to easily transform the space for festivals, markets, parades, and other community events. This adaptability fosters a vibrant and dynamic urban environment.
- Enhanced Gathering Spaces: The open design of a curbless festival street provides more space for people to gather, socialize, and enjoy events. This increased space fosters a sense of community and encourages people to linger, supporting local businesses and creating a lively atmosphere.
- Community Connection: Curbless streets often serve as a focal point for community events, fostering a sense of connection among residents. These spaces become hubs for cultural activities and contribute to the social fabric of the neighborhood.

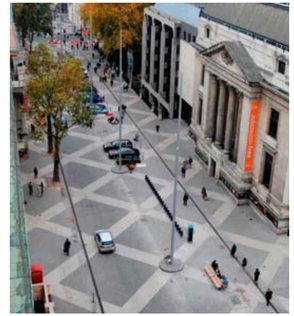
Curbless streets stem from a concept in which streets are designed without a curb and with high-quality streetscape materials, enabling the street to function like a plaza or a paved yard. Through the use of design elements such as paving treatments and strategically placed vertical elements, curbless design cues drivers to behave differently than on conventional streets. In addition to being safe and comfortable streets for pedestrians, curbless streets are often beautiful places to visit. They span diverse physical contexts, including both historic and contemporary settings, and each seems to be relevant and vibrant.

Curbless streets can function as a shared space where all modes are integrated, and users have equal priority to share the space. Navigating through the street requires increased interaction and slower speeds, making the space safer and more comfortable for pedestrians and other vulnerable users. Movement on these types of curbless streets requires negotiation between users, such as eye contact between pedestrians and drivers. The mixing of low-volume, slow-moving cars in a plaza-like setting makes the space comfortable and safe for non-motorized travel.

Curbless streets can operate as more traditional streets with very few changes to the street, save for the absence of a curb. In this way, the separation of modes is still necessary, primarily because of high vehicle volumes. Contrasting pavement, tactile warning strips, and vertical streetscape elements (such as trees or lighting) do their part to encourage modes to stay within their portion of the right-of-way.







From an economic perspective, pedestrian-oriented designs like curbless streets have significant improved opportunities for business and visitorship:

- According to some studies, properties located in areas with pedestrian-friendly designs, which can include curbless streets, may experience a premium ranging from 5% to 20% in value compared to similar properties in less walkable areas.

- According to a study by the International Downtown Association, districts with pedestrian-oriented design elements, including curbless streets, experienced an average increase in retail sales of 10% to 25%.

- The Travel Industry Association of America reports that pedestrian-friendly destinations tend to attract more tourists, with potential spending increases of 10% to 30%.

Here are some key advantages:

- Sustainable Stormwater Management: Given Colorado's semi-arid climate and occasional heavy rainfall events, curbless streets can incorporate permeable pavement and rain gardens to manage stormwater runoff effectively. This sustainable approach reduces strain on the local drainage system, minimizes water pollution, and supports ecological balance in the area.

- Integration with Historic Architecture: Downtown Louisville boasts a rich historical heritage with many well-preserved buildings and traditional streetscapes. A curbless street design can seamlessly integrate with existing architecture, preserving the area's character while enhancing pedestrian access, safety, and overall aesthetics.

- Support for Local Businesses: Curbless streets provide opportunities for businesses to extend storefront displays onto the street, attracting pedestrians and showcasing merchandise. Flexible street layouts accommodate seasonal promotions, outdoor seating for cafes and restaurants, and collaborative events that draw foot traffic and support the local economy.

- Community Gathering Spaces: Leveraging existing public spaces such as the Steinbaugh Pavilion, curbless street activations can extend these gathering spaces onto adjacent streets. Temporary closures for festivals, art markets, and music events create vibrant hubs that benefit businesses, artists, performers, and the community at large.

- Native Landscaping and Urban Ecology: Incorporating native plantings, drought-resistant landscaping, and urban greenery along curbless streets aligns with Louisville's commitment to environmental stewardship. These elements not only beautify the streetscape but also support pollinators, conserve water, and promote biodiversity in urban areas.

- Collaborative Business District Initiatives: Engage downtown businesses, the Louisville Chamber of Commerce, and local stakeholders in designing and activating curbless streets. Collaborative efforts can include themed events, joint marketing campaigns, and streetscape enhancements that highlight the unique offerings of each business while creating a cohesive downtown experience.

- Pedestrian Safety Enhancements: Enhance pedestrian safety by incorporating well-marked crosswalks and raised intersections. These features improve visibility, reduce vehicle speeds, and prioritize pedestrian comfort, encouraging more people to explore downtown on foot or bike.

- Adaptive Reuse and Placemaking: Encourage adaptive reuse of underutilized spaces along curbless streets, such as vacant lots or alleyways, for pop-up shops, public art installations, and interactive exhibits. These creative placemaking initiatives breathe new life into the downtown area, attracting visitors and fostering a sense of community pride.

- Wayfinding and Historic Interpretation: Install wayfinding signage, historical markers, and interpretive panels along curbless streets to guide visitors to local landmarks, historic sites, and points of interest. Enhancing the storytelling aspect of downtown Louisville's heritage creates a memorable visitor experience and encourages exploration beyond main thoroughfares.

- Measurable Economic Impact: Work with local business associations and economic development agencies to track key performance indicators (KPIs) such as foot traffic counts, sales revenue trends, and business occupancy rates before and after curbless street activations. Demonstrating tangible economic benefits helps secure ongoing support and investment in downtown revitalization efforts.

Designing infrastructure and utilities for a curbless street helps create a more functional and safer space. Light poles serve as more than just sources of illumination; they also double as power distribution hubs. Integrating Ground Fault Circuit Interrupter (GFCI) units within these poles ensures electrical safety, preempting potential hazards during outdoor events. Complementing this, strategically placed power outlets along the street facilitate the smooth operation of vendor stalls, food trucks, and various activities requiring electricity, all while upholding safety standards with GFCI protection.

A curbless street must cater to the diverse needs of attendees and participants alike. Facilities such as water fountains, public restrooms, and waste management systems are indispensable for ensuring attendee comfort and sanitation. Temporary structures, including stages, tents, and vendor booths, demand meticulous planning to ensure stability and accessibility, adhering to stringent safety regulations to safeguard all involved. Security infrastructure, comprising surveillance systems, temporary fencing, and trained personnel, bolsters safety measures, enabling prompt responses to any unforeseen incidents.

INTERSECTION IMPROVEMENTS

Improving intersection crossing points in downtown Louisville, Colorado, particularly along Main Street and Front Street, can offer several benefits and require specific strategies due to the unique conditions of the area. Here are some key points:

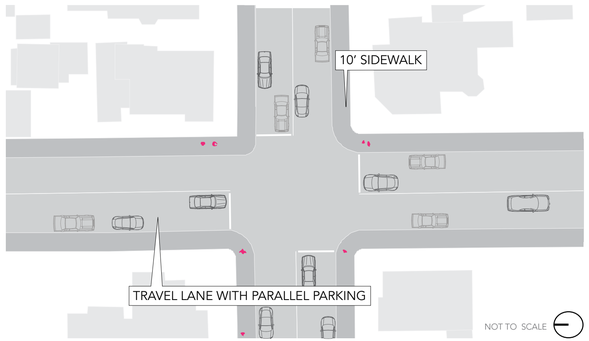
Benefits:

1. Enhanced pedestrian safety: Reduced risk of crashes involving pedestrians and vehicles with shorter crossing distances.
2. Increased walkability: Encourages more foot traffic and supports local businesses.
3. Improved traffic flow: Optimized intersection designs can help reduce congestion or unpredictability of different users be it bikes, pedestrians, or cars..
4. Aesthetic enhancements: Beautification projects can improve the overall appeal of the area while also integrating green infrastructure or other ecological improvements.

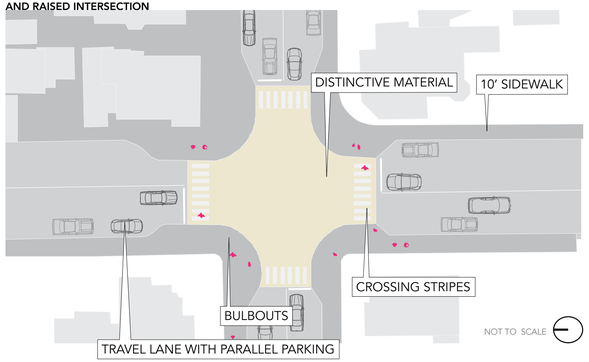
Strategies:

- Enhancing crosswalk visibility: Use high-visibility crosswalk markings and signage to clearly designate pedestrian crossing areas.
- Adding refuge islands: Construct islands in the middle of wider streets to provide a safe haven for pedestrians crossing in stages.
- Installing traffic-calming measures: Use raised intersections, raised crosswalks, or narrower lanes to slow down vehicle speeds and increase pedestrian safety.
- Improving lighting: Ensure adequate lighting at intersections and crosswalks to enhance visibility during nighttime hours.
- Incorporating green infrastructure: Integrate landscaping features like trees, planters, and benches to create a more inviting and pedestrian-friendly environment.
- Enhancing ADA accessibility: Ensure all pedestrian facilities meet Americans with Disabilities Act (ADA) standards for accessibility, including curb ramps and detectable warning surfaces.

EXISTING CONDITIONS TYPICAL CONDITION

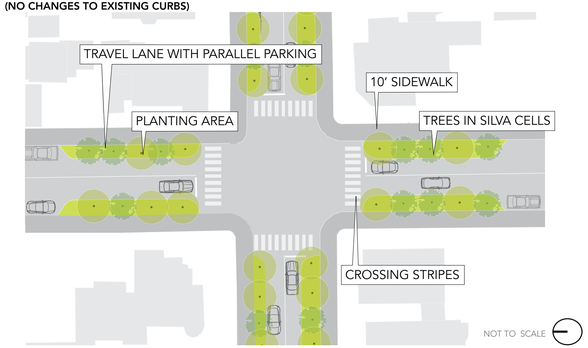


OPTION 1: BULB-OUTS WITH CROSSINGS AND RAISED INTERSECTION

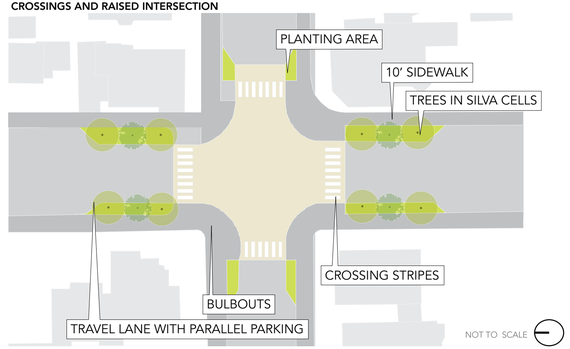


- Ensure landscape planters can support suggested sustainable, native plant materials and have water to support in dry climate conditions.
- Plant new street trees using silva cells and other sub-grade improvements to create a soil volume of 800 cu. ft. or larger.

OPTION 2: PLANTING AREAS WITHIN ROADBED (NO CHANGES TO EXISTING CURBS)



OPTION 3: BULB-OUTS WITH PLANTING AREAS, RAISED CROSSINGS AND RAISED INTERSECTION



HISTORY SCULPTURE WALK
Between History Museum and South Boulder Road on Main Street

Goals

1. Enhance Main Street's Cultural Character: Showcase local artists' work along Main Street to celebrate the town's unique artistic heritage and contribute to its cultural identity.

2. Drive Foot Traffic to Main Street: Attract residents and visitors to explore Main Street businesses, restaurants, and shops while enjoying the outdoor sculpture walk experience.

3. Create a Welcoming Public Space: Transform Main Street into an engaging and vibrant public space by strategically placing sculptures to encourage pedestrian activity and community gatherings.

Strategies

- Main Street Sculpture Placement Plan: Develop a plan outlining specific locations along Main Street for installing sculptures, considering visibility, pedestrian flow, and integration with existing streetscape elements.

- Artist Residency Program: Partner with local artists to create site-specific sculptures for Main Street, fostering a deeper connection between the artwork, the street, and the community.

- Promotional Events and Materials: Organize Main Street art walks, outdoor exhibitions, and interactive sculpture unveilings to attract visitors and residents. Create informative brochures and digital maps highlighting the sculpture walk route on Main Street.

- Seasonal Rotations: Implement a seasonal rotation schedule for sculptures along Main Street to keep the walk dynamic and encourage repeat visits throughout the year.

Partnerships

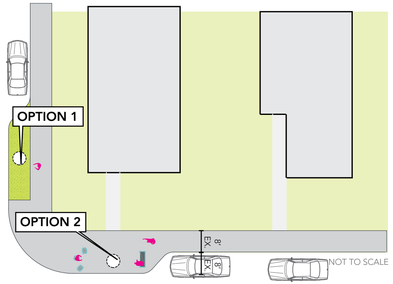
1. Work closely with the HPC and MAB to identify opportunities to connect installations to historic landmakrs, local stories, and museum programming, as well as to provide feedback on historic accuracy, references, interpretation, and sensitivity.

2. Downtown Business Association (DBA): Collaborate with Louisville's Chamber of Commerce, downtown area businesses, such as galleries, cafes, and boutiques, to sponsor sculptures and promote related events. Coordinate with business owners to integrate the sculpture walk into marketing campaigns and special promotions.

3. Louisville Arts Commission: Work closely with the Louisville Arts Commission to secure funding, facilitate artist selection processes, and ensure compliance with public art guidelines along Main Street.

4. Local Schools and Community Groups: Engage with Lousville Middle School and High School and community organizations in educational programs, workshops, and public art installations along Main Street to foster community pride and involvement in the project.

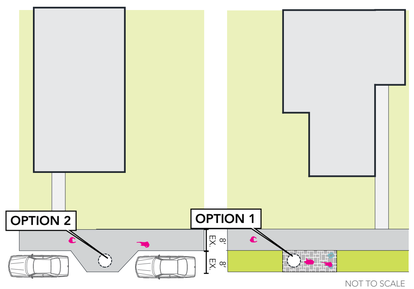
TYPICAL SCULPTURE CONFIGURATIONS PLAN AT BULB-OUTS (END-BLOCK)



Option 1: On Sidewalk with Furnishings

Option 2: Within Landscaping or Green Infrastructure Areas

TYPICAL SCULPTURE CONFIGURATIONS PLAN (MID-BLOCK)



Option 1: Within amenity zone with expanded landscaping (alternate blocks or half block)

Option 2: On Sidewalk Bump-Outs (remove 1-2 parking spaces)

ALLEYWAY ACTIVATION

Goals and Benefits

1. Aesthetic Improvement: Beautification efforts such as artwork, greenery, and lighting upgrades can transform neglected alleyways into visually appealing spaces, enhancing the overall urban environment.

2. Increased Safety: Well-lit and activated alleyways with increased foot traffic tend to be safer, reducing the potential for crime and improving perceptions of safety among residents and visitors.

3. Boost for Local Businesses: Increased foot traffic from alleyway activation programs can benefit nearby businesses, restaurants, and shops by exposing them to new customers and enhancing their visibility.

4. Entrepreneurship Opportunities: Alleyways can be utilized for pop-up markets, food trucks, and temporary installations, providing platforms for local entrepreneurs and artists to showcase their talents and products.

5. Public Art and Expression: Alleyway activation programs often incorporate murals, sculptures, and interactive installations, adding cultural value to the urban landscape and promoting creativity.

6. Distinctive Identity: Well-designed and activated alleyways contribute to the overall character and identity of a neighborhood or downtown area, enhancing its appeal as a destination for residents and visitors alike.

Strategies

- Design alleyways to accommodate various activities, such as walking, cycling, seating, and small-scale events.

- Building entrances should be visible and harmonize with alley themes

- Maintain access for delivery and trash and recycling services within the alleyway. Consolidate containers and use recycling compactors to save space. Manage these storage spaces with frequent pick-ups and ensure they are not near amenity areas within the alleyways.

- Consolidate existing parking into one organized cooperative parking area to increase quantity and provide organized areas and a unified retail precinct.

- Underground utilities

- Prioritize safety with proper lighting, clear sightlines, and security measures to deter crime and vandalism. Vehicular access should be one-way to reduce congestion and prioritize pedestrian safety.

- Incorporate public art, murals, or sculptures to add visual interest and create a sense of place. Use signage and wayfinding elements to help people navigate and understand the significance of the alley

- Introduce plants, trees, and landscaping to improve air quality, provide shade, and create a more pleasant environment. These enhancements could be managed by tenants or Downtown Business Association.

- Organize regular events, such as art markets, pop-up shops, or cultural performances, to draw people to the alley. Plan for easy access to utilities, such as electrical outlets, for pop-up events, vendors, or temporary installations.

Partnerships

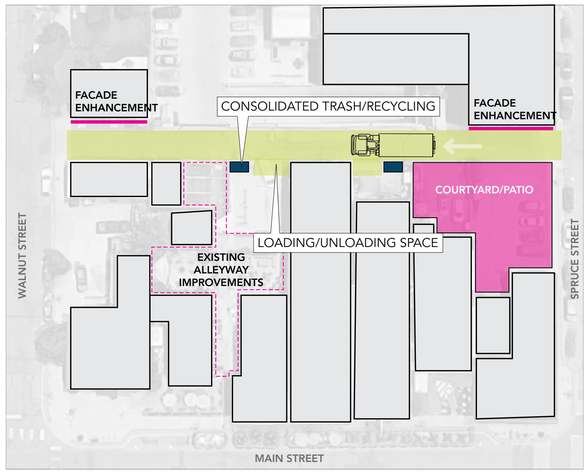
- Local Businesses and Property Owners: Collaborating with businesses and property owners along the alley to sponsor or participate in activation events, contribute to beautification efforts, or provide resources for amenities like seating areas or outdoor dining spaces.

- Louisville Cultural Council or Arts Organizations: Partnering with local arts organizations or the Louisville Cultural Council to curate art installations, murals, or performances in the alley, fostering cultural engagement and community participation.

- Louisville Revitalization Commission (LRC): Working with the LRC to access funding opportunities, provide logistical support, or coordinate events and initiatives aimed at revitalizing downtown spaces, including alleyways. These enhancements could be managed by tenants or Downtown Business Assocation

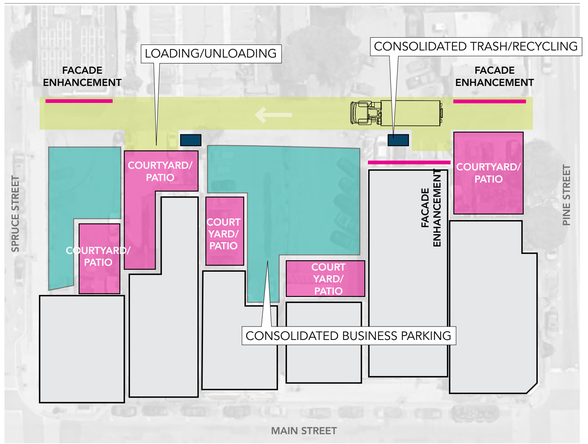
- Local Schools or Youth Groups: Engaging local schools or youth groups in art projects, educational programs, or volunteer initiatives related to alley activation, fostering intergenerational collaboration and community pride.

POTENTIAL ALLEYWAY CONFIGURATION PLAN
(MAIN STREET: WALNUT TO SPRUCE)



NOT TO SCALE

POTENTIAL ALLEYWAY CONFIGURATION PLAN
(MAIN STREET: SPRUCE TO PINE)



NOT TO SCALE

THEME 02 **LINK**

LINK

There's more to downtown Louisville than Main Street. Make all the destinations in and around downtown accessible by foot and bike.

Links make it easy for Louisville residents, employees, and visitors to access downtown and nearby destinations whether travelling locally or regionally. This theme supports the vision for better connectivity and sustainability by encouraging connectivity to parks, trails, bike lanes, and nearby attractions to/from downtown.

The vision for downtown Louisville includes a multi-modal connected future where people walking, biking, taking public transit, and driving can easily and comfortably access downtown. Preserving the town's historic and unique charm while also planning for safe and accessible mobility for all takes a balance and will require trade-offs.

Future large-scale projects such as the RTD Light Rail Station near the current Nawatny Gateway Park have the potential unlock alternative regional connections to Boulder and Denver. The new rail station would be a large destination for downtown and generate more walking, biking, and automobile trips. The future development could increase visitors, attract new residents, and serve Louisville and nearby residents as a park and ride for longer commutes to Boulder or Denver.

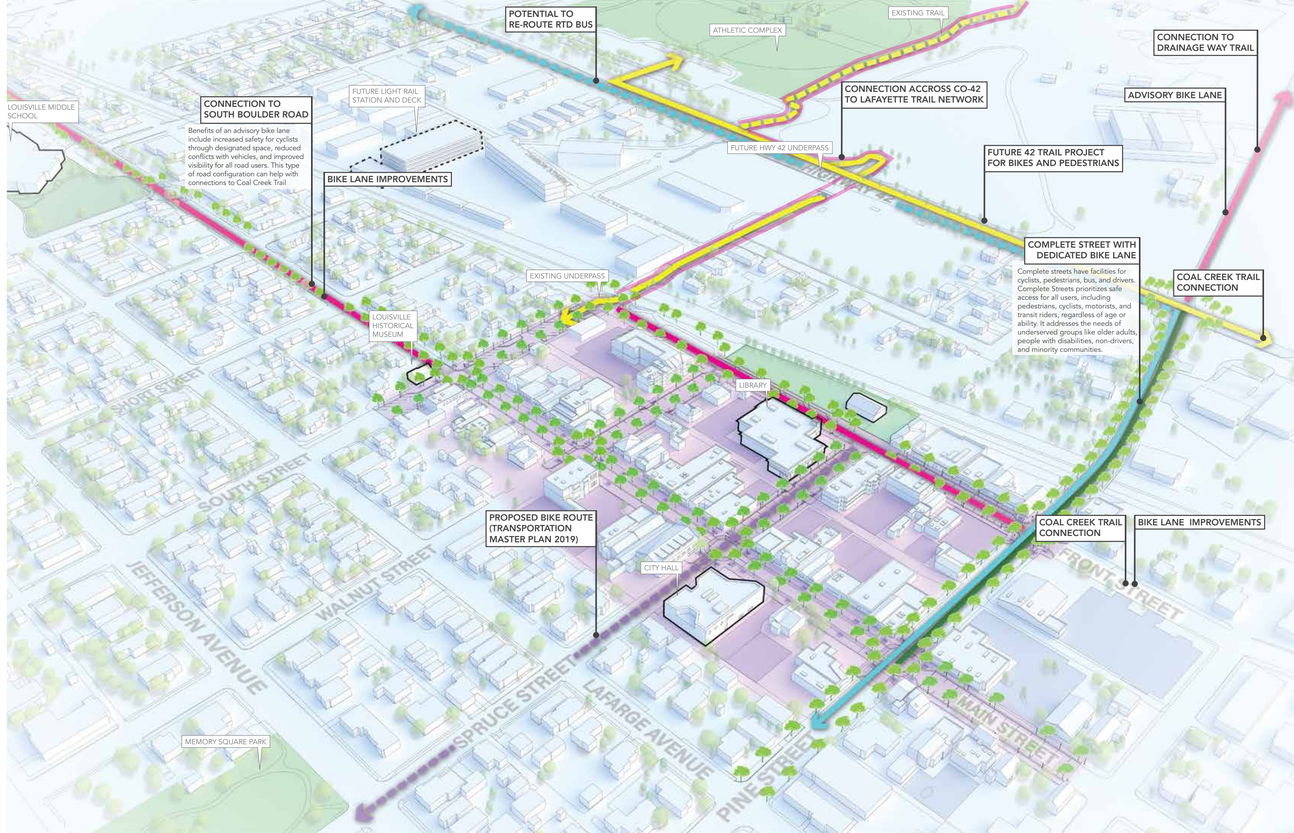
Setting a vision for an amplified, linked, and navigable downtown setups Louisville well to absorb increasing development demands and the demands of the future rail station. To balance the needs of growing demands, trade-offs must occur between on-street parking and multi-modal facilities like widened sidewalks, bulb-outs, intersection improvements, and dedicated bike lanes. These multimodal amenities increase the comfort and safety of all road

Complete Street with Separated Bike Lane

Protected Bike Lane (Future 42)

Curbless Street

Advisory Bike Lane



PARKING STRATEGIES AND PARKING MANAGEMENT

users from young children to older adults.

Revise RTD DASH Route

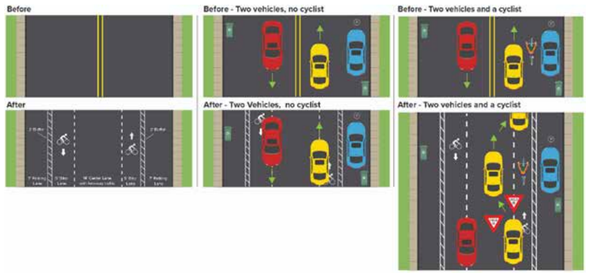
The Regional Transportation District (RTD) operates a DASH fixed-route bus between Boulder and Lafayette via Louisville. The route travels through downtown Louisville along Main Street. During warmer months, the DASH bus is commonly re-routed due to street closures for festivals and events on Main Street. The DASH bus re-route causes confusion for riders and residents.

The new downtown design will be more suitable for longer-term closures along Main Street. Louisville and RTD can benefit by permanently re-routing the DASH fixed-route bus. A revised route would streamline rider and resident expectations and reduce confusion. The revised route would shift the route from Main Street to CO-42. Strategically placed stops along Pine Street and CO-42 would facilitate rider access to and from Main Street.

Advisory Bike Lanes

Louisville has taken the first step in improving bicycle safety and accessibility on streets with limited street width by piloting advisory bike lanes on Polk Avenue and Dahlia Street. Advisory bike lanes designate specific spaces for both bicyclists and motorists to navigate narrow streets. The "advisory" nature of these lanes, designated by a dashed line, allows flexibility and adaptation to real-time traffic conditions while promoting safety.

The vision for downtown includes enhanced bicycle facilities and connections. Advisory bike lanes are an ideal compromise on narrow streets and expansion of this successful treatment on appropriate streets is desired. Street segments well suited for advisory bike lanes include Front Street between Walnut Street and Coal Creek Trail and Main Street between Pine Street and South Boulder Road. Advisory bike lanes provide a well-defined and predictable area for bicycles while also preserving the availability of residential parking.



Pine Street between CO-42 and Drainage Way Trail (Coal Creek Trail) can also be considered for advisory bike lanes; however, shoulders or standard bike lanes should also be considered.

Pine Street Complete Street between CO-42 and Main Street

Pine Street plays a critical role in linking CO-42 and Main Street, as the BNSF railroad tracks limit connectivity between these two roads. Pine Street is one of four access points between CO-42 and Main Street, and due to its location at the southern end of downtown Main Street it receives demand from people driving, walking, bicycling, and taking transit. Pine Street also serves as an access point to the Coal Creek Trail from both Front Street/County Road and CO-42.

Upgrading Pine Street to a Complete Street between CO-42 and Main Street would increase access, safety, and comfort for all users. Complete Streets provide facilities for all users and addresses the needs of underserved groups like children, older adults, people with disabilities, non-drivers, and minority communities.

The Pine Street Complete Street would enhance the pedestrian environment through widened sidewalks and additional trees for increased canopy coverage and shade. Separated bike lanes would create a less stressful environment for bicyclists and motorists, as well as add additional buffer between the roadway and sidewalk. Reconfigured lanes would provide adequate lane width for buses while also calming travel speeds and trade-off space for the non-motorist facilities.

Future trail connections to Drainageway Trail, Clear Creek, and to the athletic complex including Future 42 Trail Projects and future underpass

In 2019, 49% of survey respondents to the Louisville Transportation Master Plan indicated they frequently or occasionally ride their bicycle. Louisville residents are active and regularly utilize the trail network in and around Louisville. While the trail network is robust and continuing to grow, residents desire easier access between the trail network and downtown.

The downtown vision plan includes four future trail connections to improve access between downtown and trails. An advisory bike lane, shoulder, or bike lane along Pine Street east of CO-42 would connect the planned Pine Street Complete Street to the Drainage Way Trail and eastern trails. An advisory bike lane on Main Street would provide a connection between the Pine Street Complete Street to South Boulder Road and northern trails. An advisory bike lane on Front Street would connect the Pine Street Complete Street to Coal Creek Trail and southern trials.

The fourth trail connection would improve bicycle and pedestrian access along CO-42. The future CO-42 trail project for bicyclists and pedestrians would implement a shared-use path/paved trail along CO-42 between the athletic complex and headed south past Pine Street. The future CO-42 trail project would add an underpass below CO-42 along South Street to improve connectivity and utilization of the South Street underpass below the BNSF railway.

Bike Route on Spruce between Front Street and McKinley Avenue for bike connection to Memory Square Park and beyond

The 2019 Transportation Master Plan proposed a bicycle route on Spruce Street between Front Street and Lincoln Avenue to connect downtown with Memory Square Park, including the public pool and the Louisville Center for the Arts. Spruce Street is well suited to become a bicycle boulevard with lower motorist volumes and more residential land uses than parallel roads. A bicycle boulevard provides direct access to destinations through easy to find and follow signage and marking, motor vehicle speed and volume management, minimal delay at minor streets, safe crossings at major streets, and increased greenery to provide shade.

Intersection improvements to include raised crossings and crosswalks

Downtown intersections are major nexus points between people walking, rolling, bicycling, driving, or taking public transit. As users cross paths at intersections there is an increased risk of a crash, and people outside of motor vehicles are particularly vulnerable if struck by an automobile.

As part of the downtown vision, residents, businesses, and visitors desire increased safety, mobility, and a comfortable environment. South Street, Walnut Street, and Spruce Street are all two-way stop-controlled intersections along Main Street. Improving these intersections can increase visibility and reaction times, calm travel speeds, and create a more comfortable environment for people walking, biking, or rolling.

Main Street intersection improvements include high-visibility crosswalks and signage to alert drivers of pedestrian travel paths; bulb-outs to shorten crossing distance for pedestrians, increase visibility (daylighting), and slow vehicle turning speeds; pedestrian-scale adequate nighttime lighting to enhance visibility for both drivers and pedestrians; ADA directional curb ramps and detectable warning surfaces to increase accessibility; traffic-calming treatments such as raised crosswalks; and tree plantings to create a slower calming canopy effect and shade for all users. Beyond Main Street intersection improvements, these intersection strategies could be implemented as part of the Pine Street Complete Street and other projects.

Parking Management Strategies

As the vision for downtown Louisville is implemented on-street parking spaces will go from 188 to 187 spaces. In the near-term, 52 on-street parking spaces will be created on South Street between Main Street and Jefferson to meet the growing multi-modal and event needs of Louisville prior to any construction in this vision plan (considered Phase 0 in remainder of report). As Front Street and Main Street undergo renovation and Pine Street is converted to a Complete Street, on-street parking spaces will be reconfigured into multi-modal facilities and dynamic activation spaces.

Additionaly, the ballfield parking across from CO-42 could serve as overflow parking for the downtown area. The parking will be easily accessible once the South Street underpass is built.

Curb and sidewalk extensions will replace portions of on-street parking to provide safe and comfortable spaces for people walking, biking, and rolling, as well as create dynamic opportunities for events and festivals. In the long-term, the RTD rail station will generate new demands on the downtown footprint. The RTD rail station could add additional parking demand from Louisville residents and nearby residents who would utilize the station as a park and ride.

Parking management strategies can optimize existing parking through supply management and regulation. Long-term parking strategies can be considered as the Louisville Downtown Vision is built-out.

Optimize Parking Supply in the Near-Term

- Convert Short Street on-street parking to angled parking. South Street provides a good example of existing angled parking in Louisville and the potential application along Short Street.
- Consolidate alleyway trash and recycling bins to provide employee parking spaces and dedicated loading spaces. Provide reliable and convenient parking for employees off Main Street. On-street parking spaces are better suited for visitors and retail shoppers that will generate higher parking turnover. Dedicated loading space reduces freight demand for on-street parking facilities and reduces the risk of freight double parking.
- Increase DELO surface lot utilization through new and improved wayfinding signage. Simplify access and encourage longer parking demands to lots further from the downtown core, such as the DELO lot.

Long-term Parking Supply Considerations

- Create a parking structure as part of the future RTD rail station site. Anticipate park and ride demand from Louisville and nearby community residents.
- Identify potential sites that would be well suited for a parking structure. The DELO lot and 611 Front Street have existing surface lots that could be viable parking structures. The creation of additional surface lots downtown would underutilize valuable land and are typically expensive and difficult to finance.
- Repurpose Steinbaugh Plaza. The pavilion at Steinbaugh Plaza is envisioned to repurpose the existing surface parking into a flexible lawn, splash pad and performance stage. The revitalized Steinbaugh Plaza will better utilize the land but reduce parking capacity at the site.

Parking Regulation Strategies

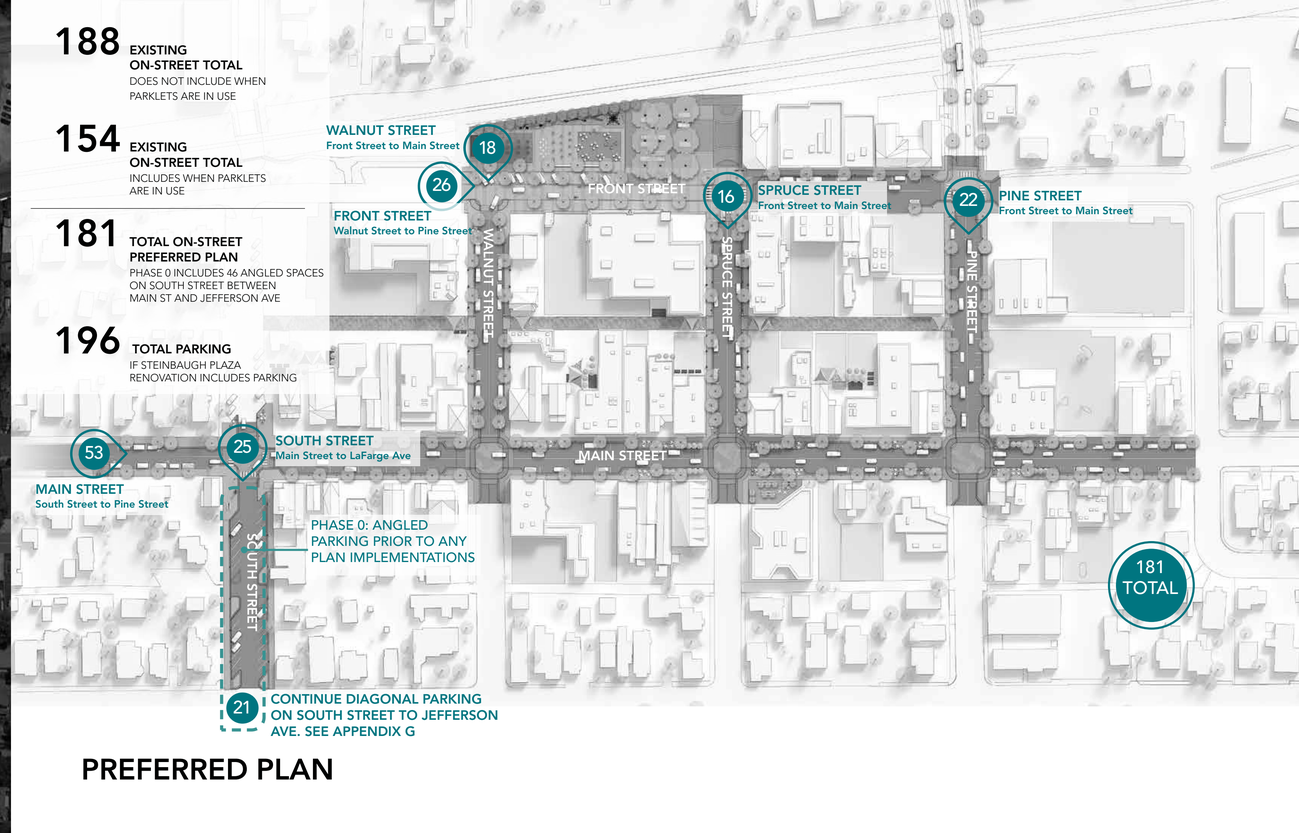
- Increase right-of-way enforcement. Increased parking enforcement can ensure higher compliance, generate high parking turnover, and better distribute parking across downtown and to further out parking structures. Louisville could increase internal enforcement capacity or outsource enforcement to a vendor.
- Develop regulatory system to balance parking demand. Steering longer-term parking durations to off-street parking lots or structures can help generate higher turnover at on-street downtown parking spaces. Pricing and forced rotation strategies at the most in-demand parking locations can distribute longer stays to locations that are cheaper for the user or allow longer parking durations for the user.
- Deploy flexible parking uses to better utilize parking space throughout the day or overtime. Shifting on-street parking from single-use to flexible-use can better optimize the demands of the curb throughout a day (e.g. commercial loading in the morning and evening, and on-street parking midday) or overtime (e.g. Farmer's Market Saturdays from 7am – 2pm).
- Use the ballfield parking areas at the Athletic Center across from US-42 as overflow parking.

188 EXISTING ON-STREET TOTAL
DOES NOT INCLUDE WHEN PARKLETS ARE IN USE

154 EXISTING ON-STREET TOTAL
INCLUDES WHEN PARKLETS ARE IN USE

181 TOTAL ON-STREET PREFERRED PLAN
PHASE 0 INCLUDES 46 ANGLED SPACES ON SOUTH STREET BETWEEN MAIN ST AND JEFFERSON AVE

196 TOTAL PARKING
IF STEINBAUGH PLAZA RENOVATION INCLUDES PARKING

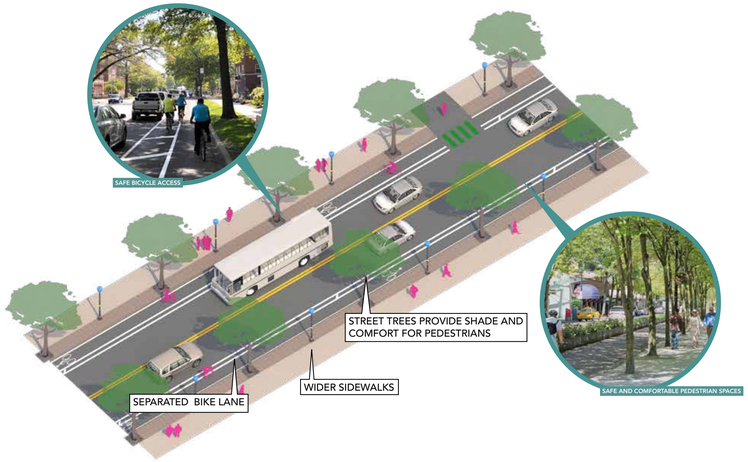


PREFERRED PLAN

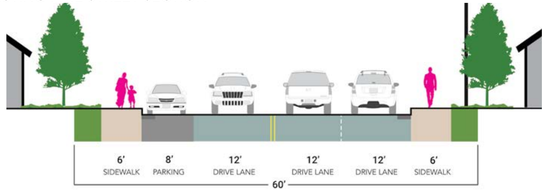
COMPLETE STREET FUTURE CONSIDERATION

PINE STREET BETWEEN CO-42 AND MAIN STREET

PROVIDING ACCESS TO DOWNTOWN FOR ALL: WHETHER YOU'RE DRIVING, BIKING, WALKING, OR ROLLING!



EXISTING PINE STREET SECTION



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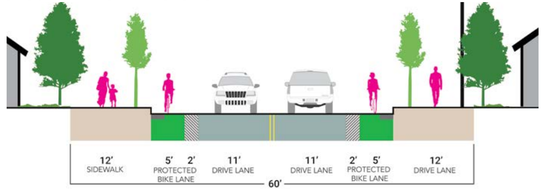
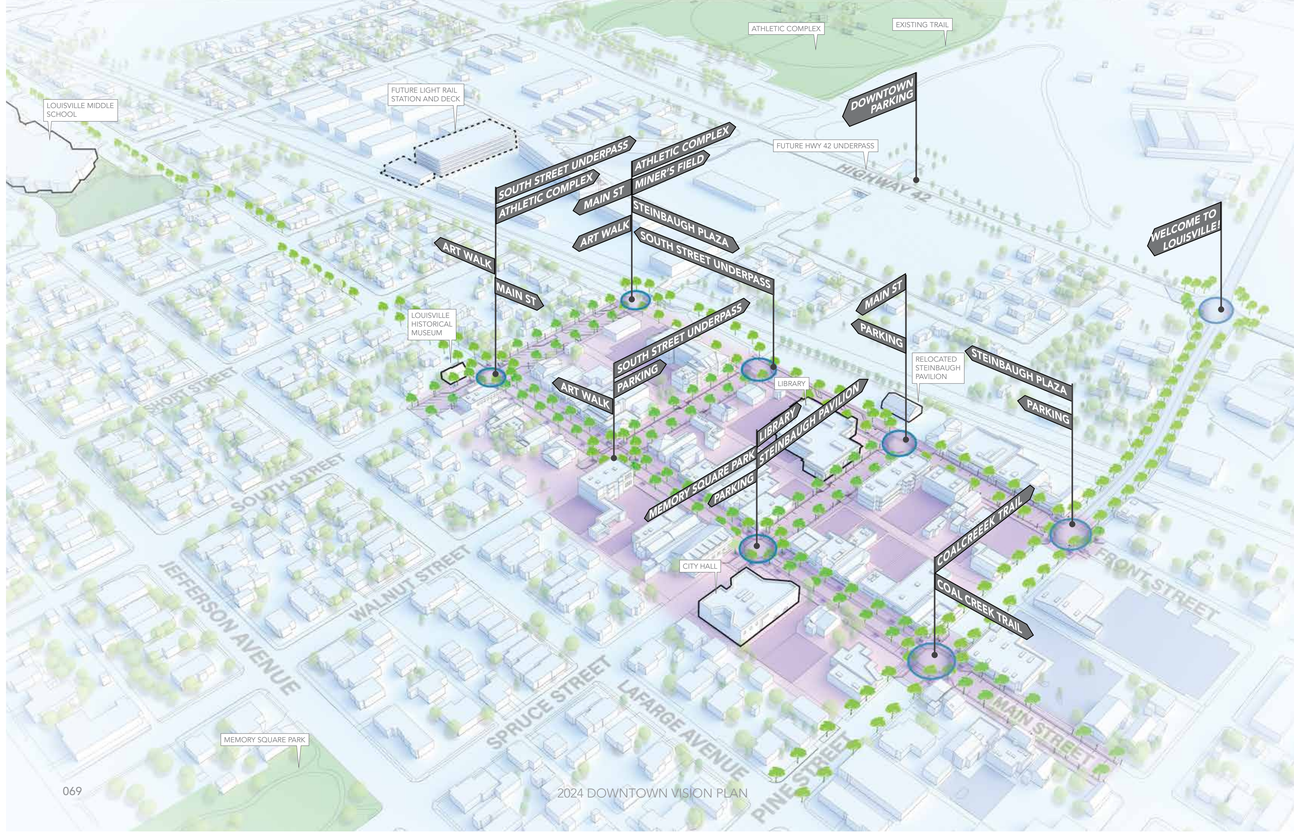


THEME 03 **NAVIGATE**

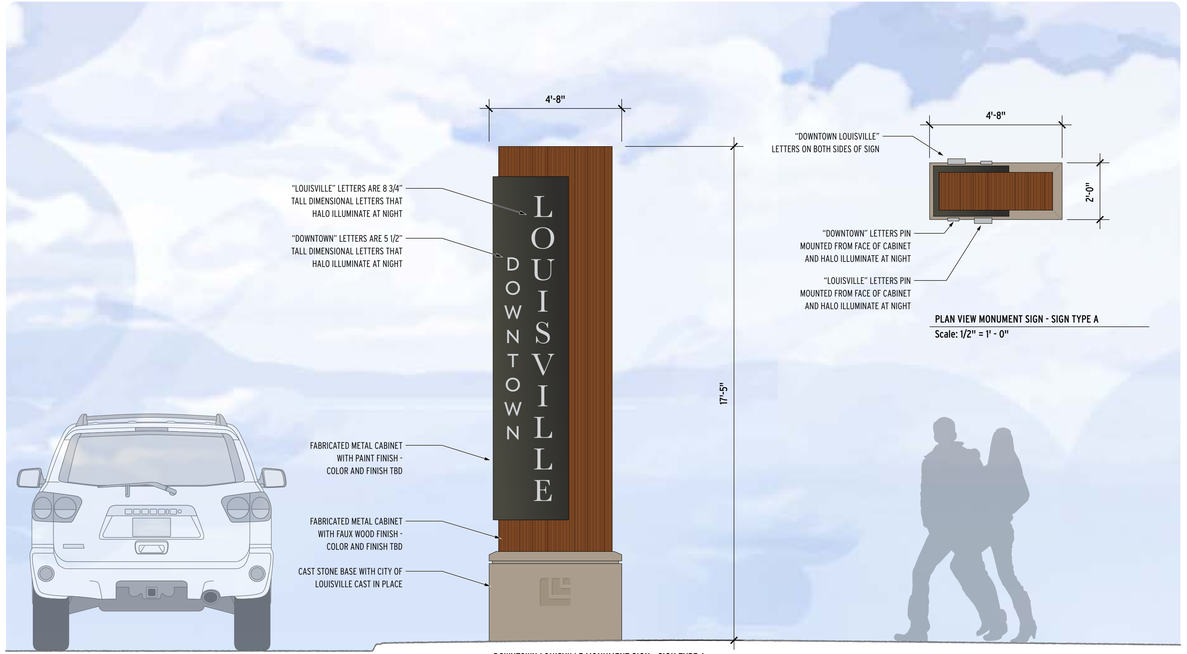
NAVIGATE

Emphasize effective wayfinding systems which do not overload users with information, advocating for a consistent strategy that includes clear and legible visual cues to enhance comprehension and navigation in complex spaces.



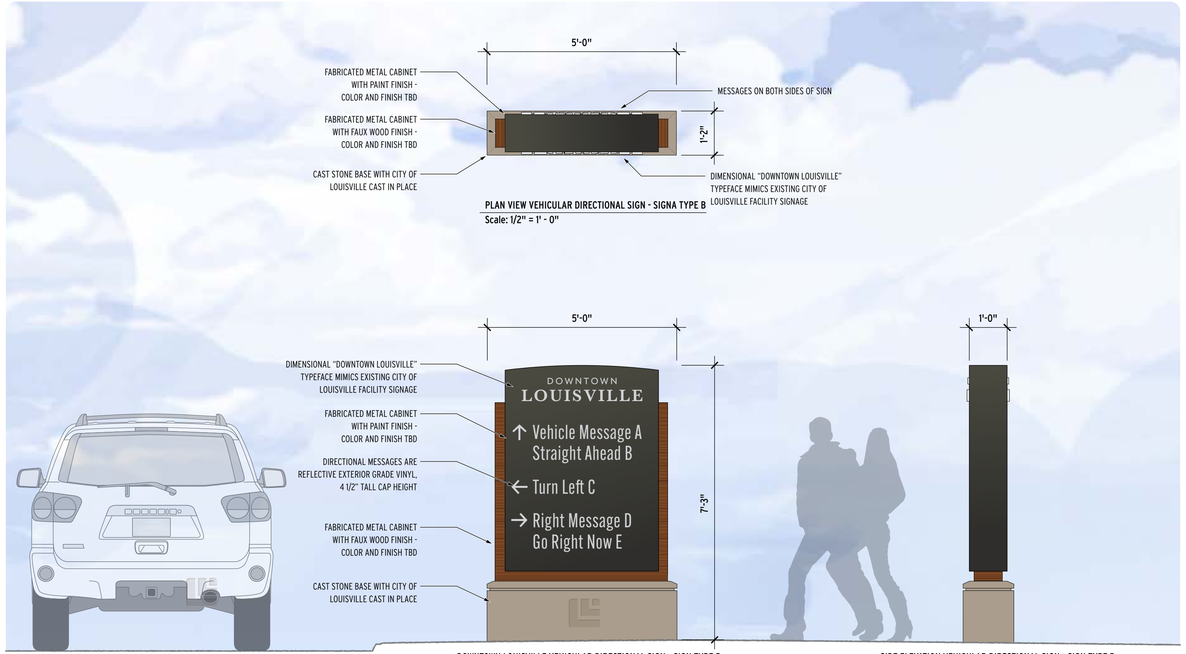
DOWNTOWN LOUISVILLE SIGN FAMILY - OPTION A
Scale: 3/8" = 1' - 0"

Sign Type A: Monument Sign
Sign Type B: Vehicular Directional
Sign Type C: Downtown Directional
Sign Type D: Parking Directional
Sign Type E: Pedestrian Directional
Sign Type F: Directory Map



PLAN VIEW MONUMENT SIGN - SIGN TYPE A
Scale: 1/2" = 1' - 0"

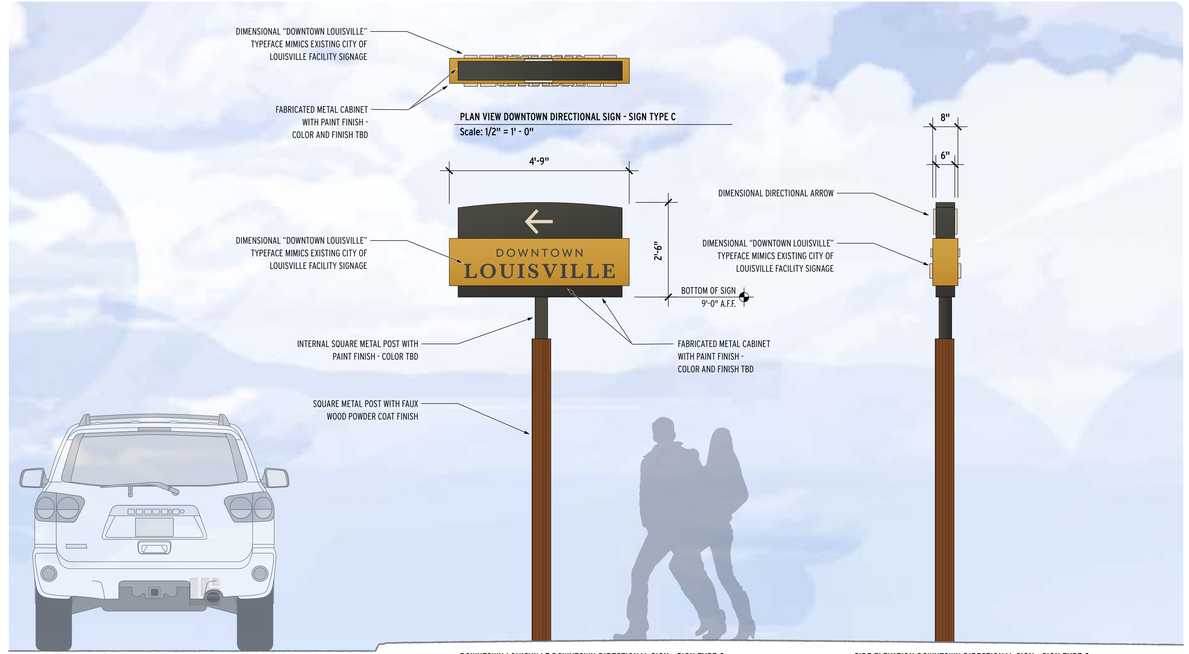
DOWNTOWN LOUISVILLE MONUMENT SIGN - SIGN TYPE A
Scale: 1/2" = 1' - 0"



PLAN VIEW VEHICULAR DIRECTIONAL SIGN - SIGNA TYPE B
Scale: 1/2" = 1' - 0"

DOWNTOWN LOUISVILLE VEHICULAR DIRECTIONAL SIGN - SIGN TYPE B
Scale: 1/2" = 1' - 0"

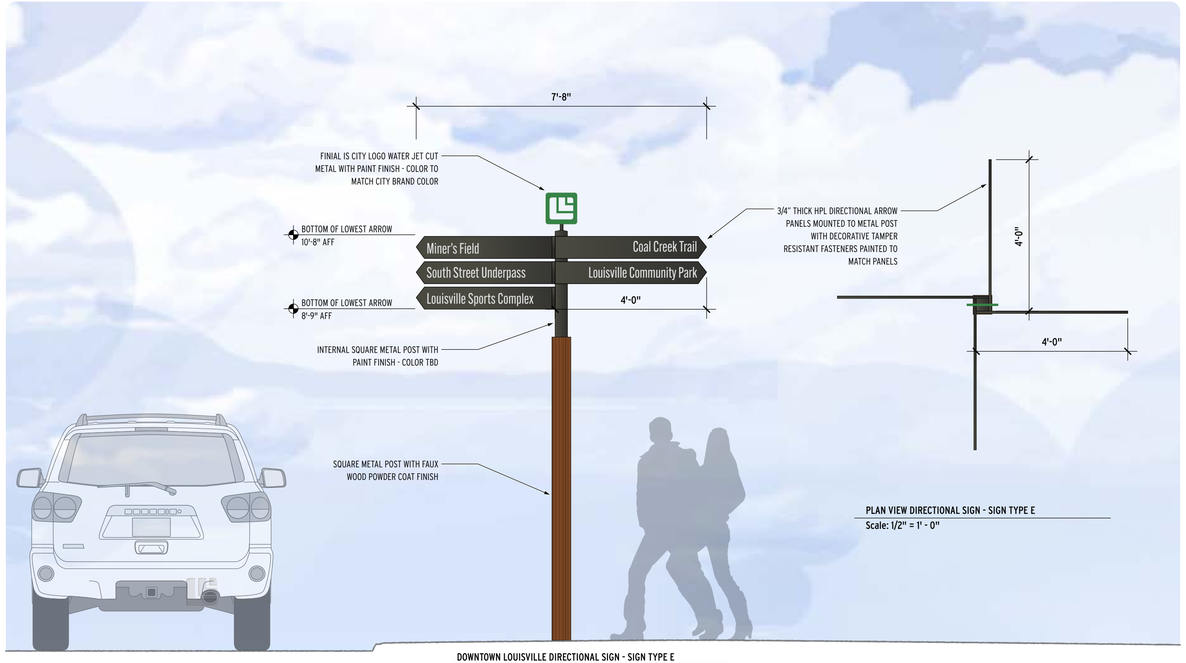
SIDE ELEVATION VEHICULAR DIRECTIONAL SIGN - SIGN TYPE B
Scale: 1/2" = 1' - 0"



PLAN VIEW DOWNTOWN DIRECTIONAL SIGN - SIGN TYPE C
Scale: 1/2" = 1' - 0"

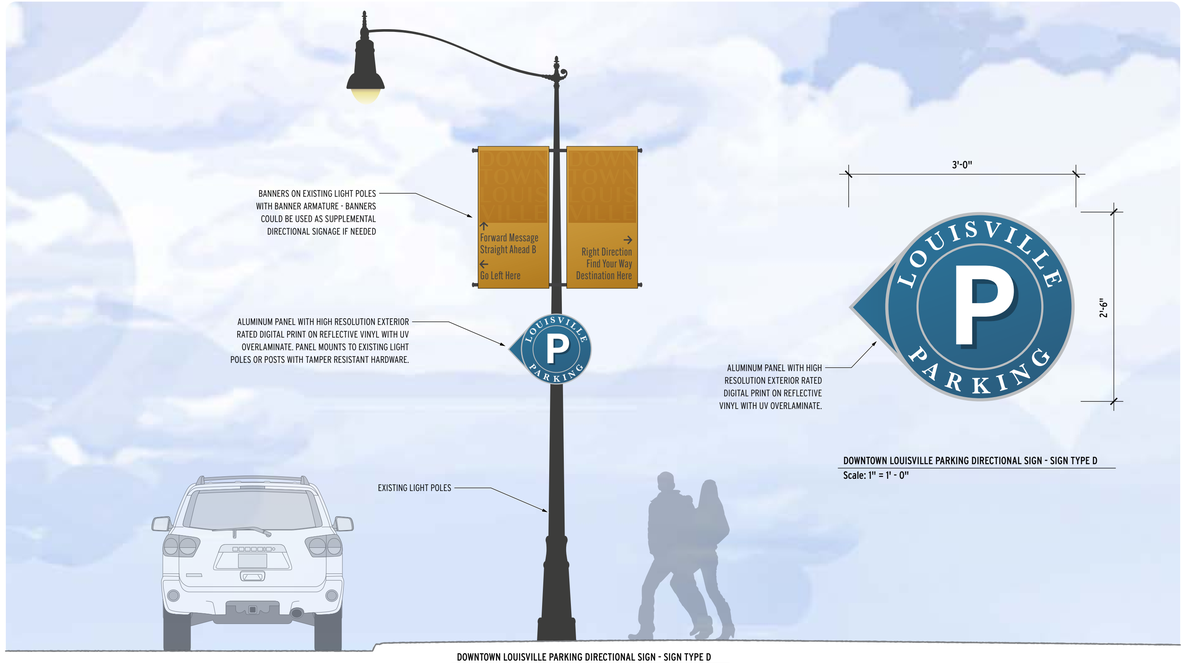
DOWNTOWN LOUISVILLE DOWNTOWN DIRECTIONAL SIGN - SIGN TYPE C
Scale: 1/2" = 1' - 0"

SIDE ELEVATION DOWNTOWN DIRECTIONAL SIGN - SIGN TYPE C
Scale: 1/2" = 1' - 0"



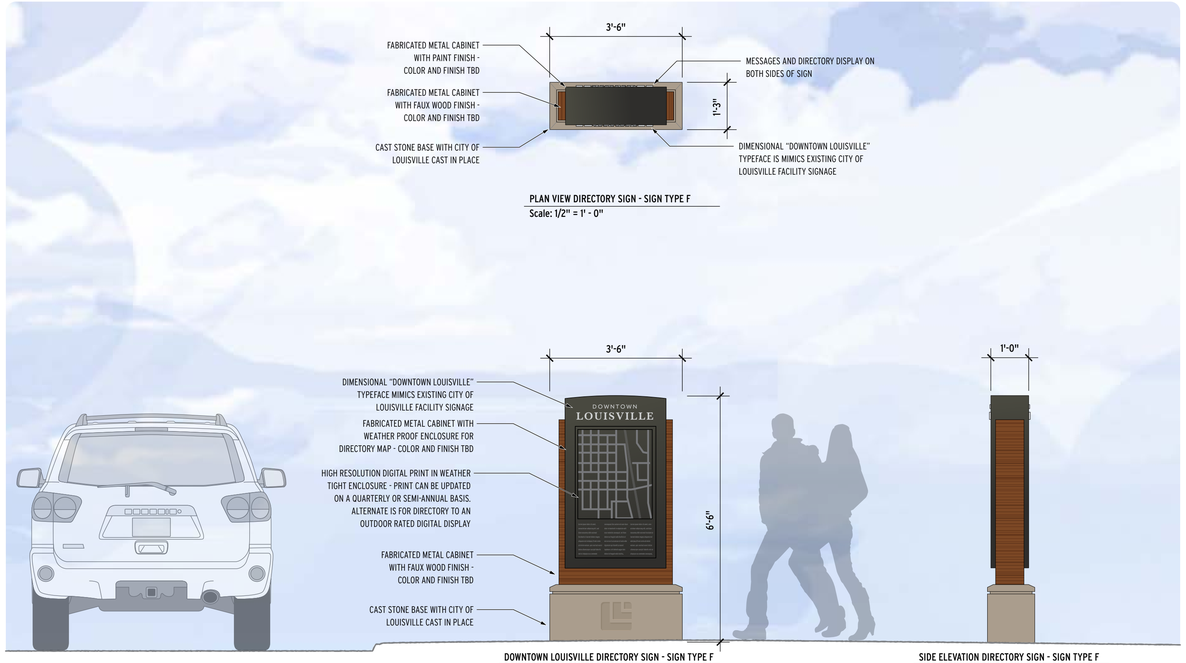
PLAN VIEW DIRECTIONAL SIGN - SIGN TYPE E
Scale: 1/2" = 1' - 0"

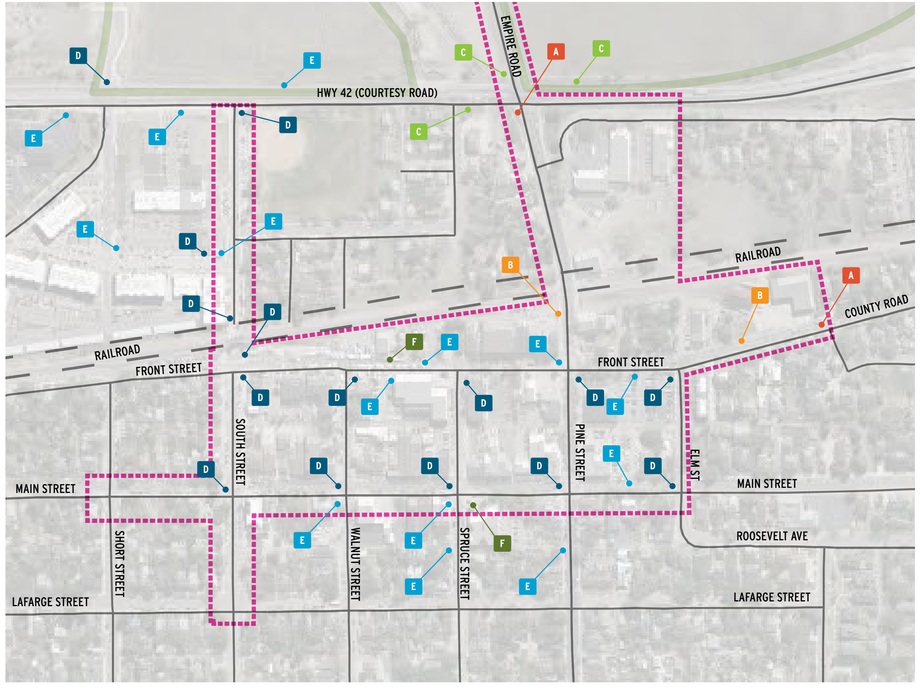
DOWNTOWN LOUISVILLE DIRECTIONAL SIGN - SIGN TYPE E
Scale: 1/2" = 1' - 0"



DOWNTOWN LOUISVILLE PARKING DIRECTIONAL SIGN - SIGN TYPE D
Scale: 1" = 1' - 0"

DOWNTOWN LOUISVILLE PARKING DIRECTIONAL SIGN - SIGN TYPE D
Scale: 3/8" = 1' - 0"





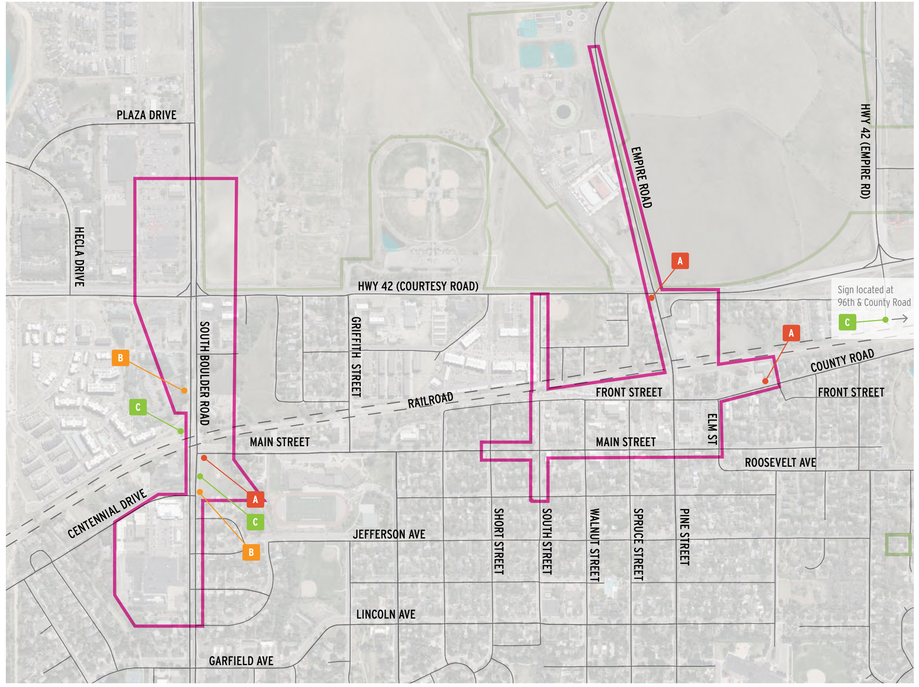
SIGN LOCATION PLAN

DOWNTOWN LOUISVILLE

SIGN TYPE LEGEND

- A Sign Type A: Primary Monument
- B Sign Type B: Vehicular Directional
- C Sign Type C: Downtown Directional
- D Sign Type D: Pedestrian Directional
- E Sign Type E: Parking Directional
- F Sign Type F: Directory Map

SCHEMATIC SIGN LOCATION PLAN
Scale: NTS



SIGN LOCATION PLAN

DOWNTOWN LOUISVILLE

SIGN TYPE LEGEND

- A Sign Type A: Primary Monument
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SCHEMATIC SIGN LOCATION PLAN
Scale: NTS

THE PREFERRED PLAN

THE PREFERRED PLAN FOR DOWNTOWN LOUISVILLE

LEGEND

1. Intersection Improvements
   - Main Street/Spruce Street
   - Main Street/ Walnut Street
   - Main Street/South Street
   - Front Street/Walnut Street
   - Front Street/South Street
2. Steinbaugh Plaza (2 concepts)
3. Streetscape Improvements
   - Main Street: Elm Street to South Street
4. Curbless Street
5. Alleyway Activation
6. History Sculpture Walk
   - Between South Street and South Boulder Road
7. Advisory Bike Lanes
   - Main Street: South Street and South Boulder Road
   - Front Street: South Street to Coal Creek Trail
   - Pine Street: CO-42 to Drainageway Trail (not shown)
8. Renovated City Hall Plaza
9. Proposed Trees in Planting Areas
10. Proposed Trees in Tree Grates
11. Existing Trees
12. Bike Route

30′
60′
120′
N

CHAPTER 4

TRANSFORM

The revitalization of downtown Louisville can be marked by a series of catalytic and transformative projects that reshape the urban landscape and enhance the vibrancy of the city center. Among these projects, the conversion of Steinbaugh Pavilion into a true urban plaza stands out as a symbol of community gathering and cultural engagement. Additionally, the reimagining of Front Street as a curbless street amplifies existing events and festivals and creates a pedestrian-friendly environment conducive to retail and dining experiences. Furthermore, the Main Street streetscape improvements, characterized by larger bulbout areas, help beautify the street with areas for street trees but also enhance safety and accessibility for pedestrians. These projects collectively reflect the city's commitment to sustainable urban development and its vision for a dynamic and inclusive downtown core.

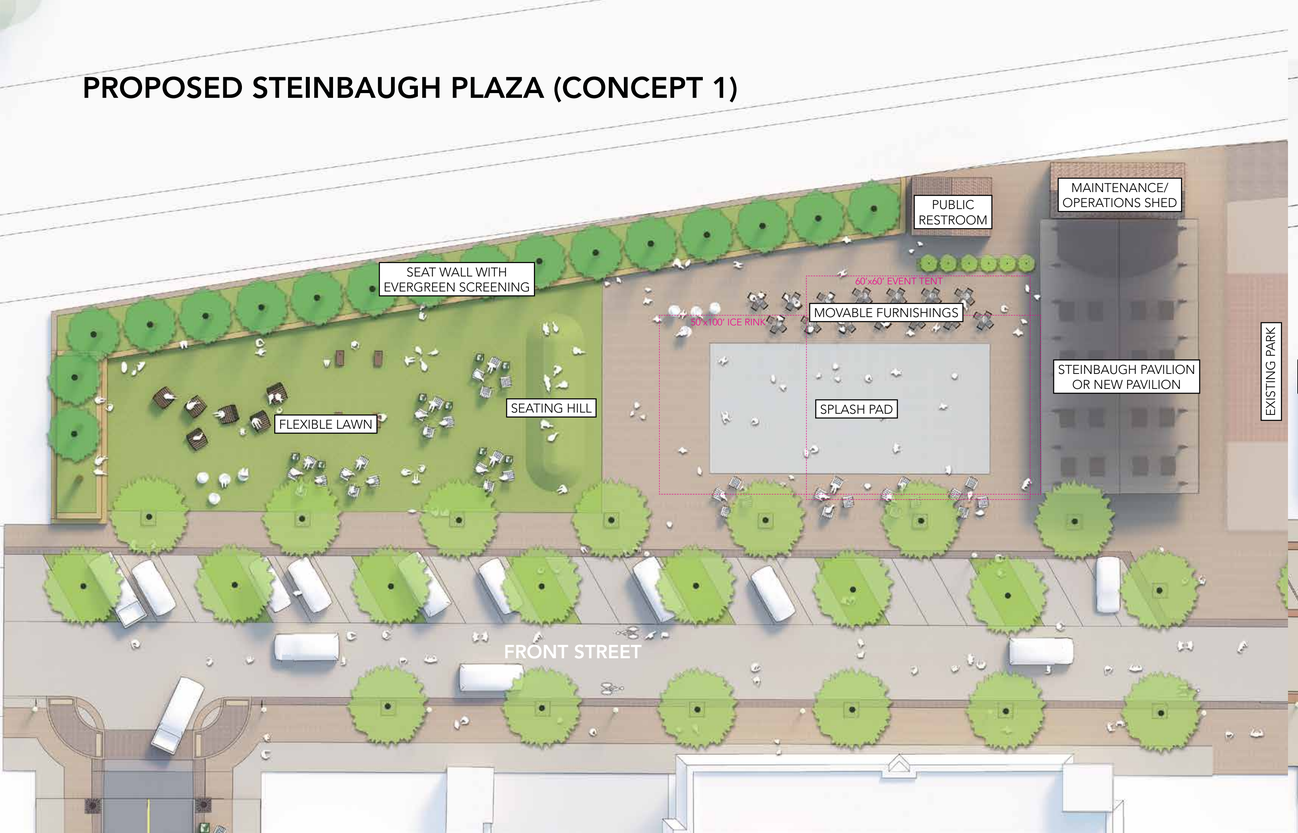
THREE TRANSFORMATIVE PROJECTS

1. **STEINBAUGH PLAZA**
2. **CURBLESS STREET AT FRONT STREET**
3. **MAIN STREET IMPROVEMENTS**

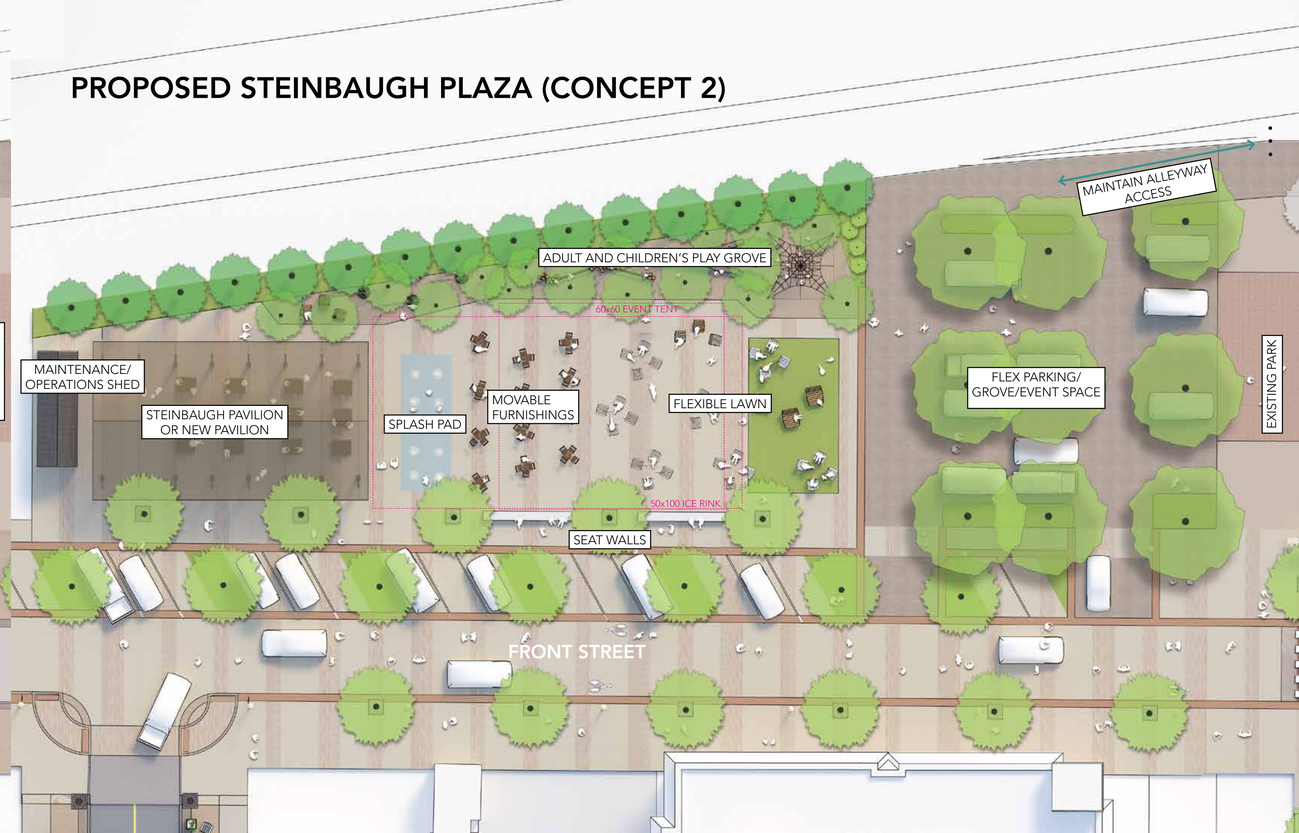
PROJECT 01 **STEINBAUGH PLAZA**

STEINBAUGH PLAZA (EXISTING)

PROPOSED STEINBAUGH PLAZA (CONCEPT 1)



PROPOSED STEINBAUGH PLAZA (CONCEPT 2)



Flex Grove / Parking Area

Play Grove

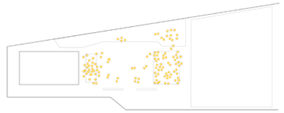
Splash Pad

Flexible Lawn

ONE PLAZA, MANY USES

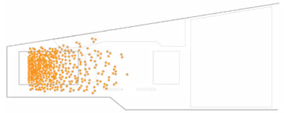
The proposed plaza epitomizes adaptability and versatility, offering a dynamic space that effortlessly caters to a multitude of unprogrammed activities throughout the day and across seasons. With a flexible infrastructure at its core, it seamlessly transforms to accommodate everything from bustling markets to serene retreats or vibrant evening gatherings--from sunbathing to sculptures, the flexible plaza is a staging ground for all kinds of uses, programs, and experiences for residents and visitors of downtown.

SUNNY WEEKEND



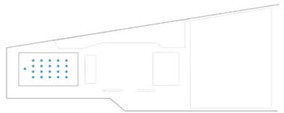
MOVIES ON THE GRASS

LIVE MUSIC



OLD TOWN SKATE

YOGA CLASS



SUMMER CAMP

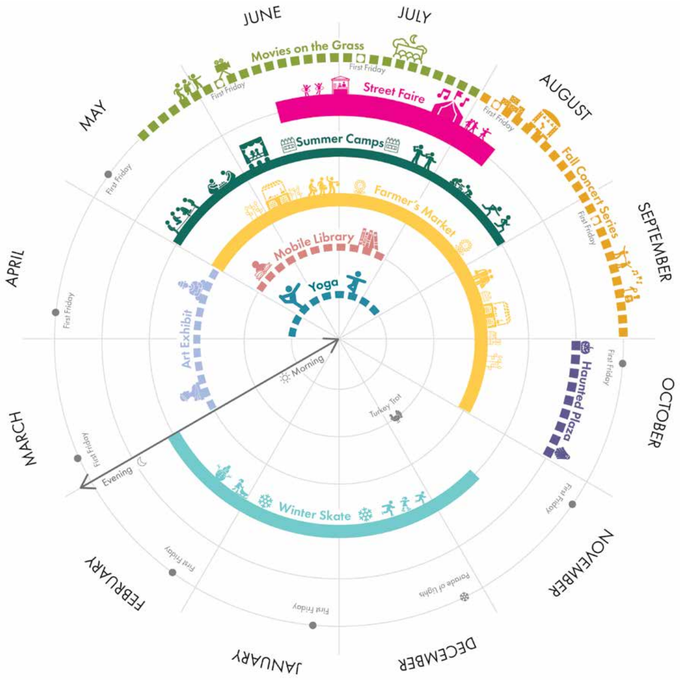
AFTER SCHOOL

STREET FAIRE

ART INSTALLATIONS

EVENTS THROUGHOUT THE DAY AND SEASONS

The Steinbaugh Plaza capitalizes on existing events while being designed to accomodate future potential events. The envisioned plaza is set to become a thriving community nexus, embracing a spectrum of existing events and festivals while fostering new potential programs to activate the site throughout different times of day and seasons. It will accommodate existing cultural gatherings like Street Faire and the Farmer's Market, enriching the existing local culture and attracting visitors. Beyond this, the plaza will offer a "blank canvas" for other programming, including outdoor concerts, food trucks, Movies on the Grass, or a Mobile Library ensuring a dynamic environment that appeals to diverse demographics. These are just ideas, but offer suggestions for how a new plaza space could be utilized. By orchestrating activities throughout the day and throughout the year, the plaza aims to maintain a lively atmosphere from dawn till dusk, encouraging residents and visitors to engage with the space regardless of the hour or season. This commitment to year-round utilization underscores a vision of inclusivity and community engagement, where the plaza emerges not just as a physical space but as a vibrant symbol of collective identity and shared experiences.



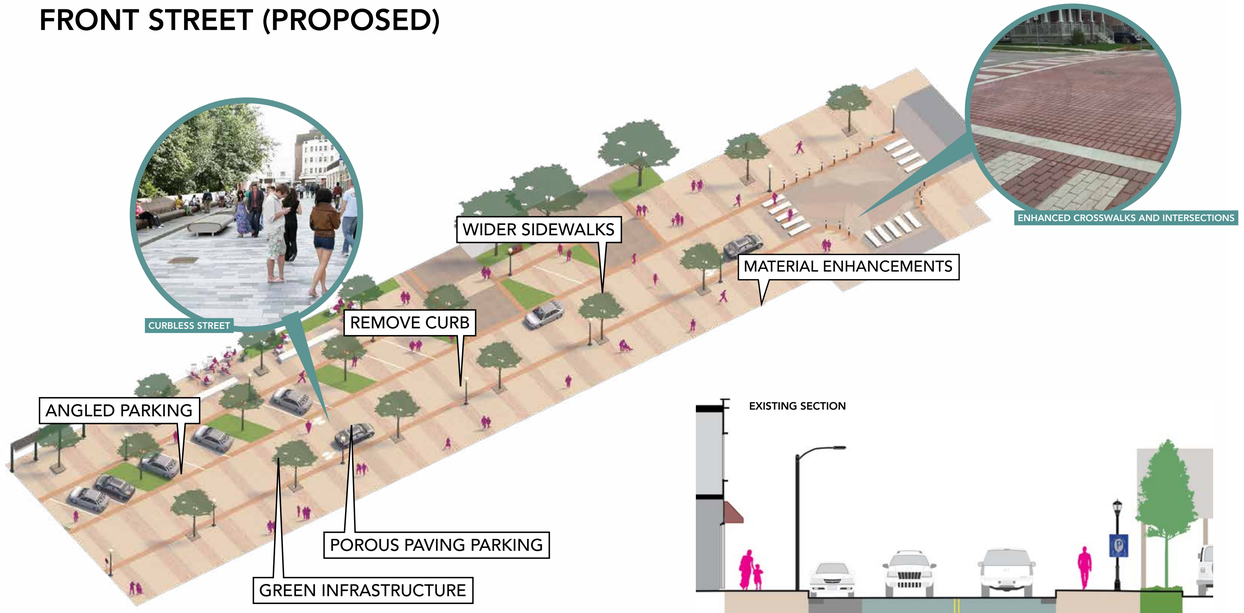
STEINBAUGH PLAZA (EXISTING)
UNSIGHTLY VIEWS
LIMITED HUMAN COMFORT
UNDERUTILIZED SPACE

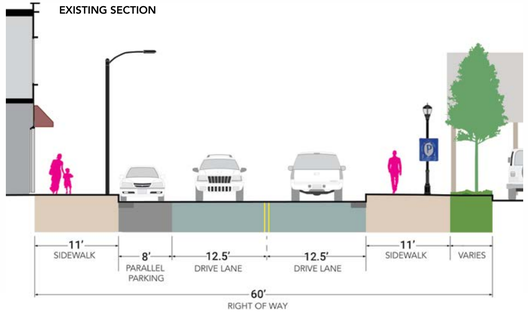
STEINBAUGH PLAZA (PROPOSED)
CONCEPT 2 SHOWN; LOOKING SOUTH NEAR PAVILION
PAVILION
FLEX PLAZA / PARKING / EVENT SPACE
HAMMOCK GROVE
FLEXIBLE LAWN
SWINGS
SPLASH PAD
NATURAL PLAY FEATURES

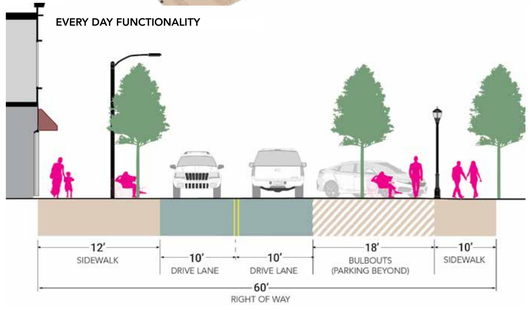
PROJECT 02 **CURBLESS FRONT STREET**

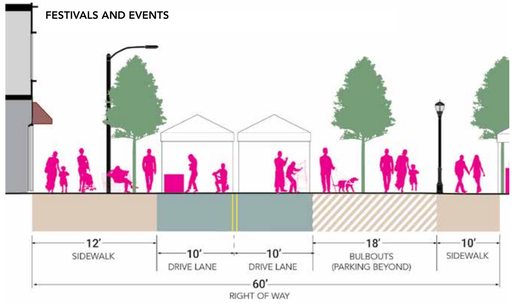
FRONT STREET (EXISTING)

FRONT STREET (PROPOSED)



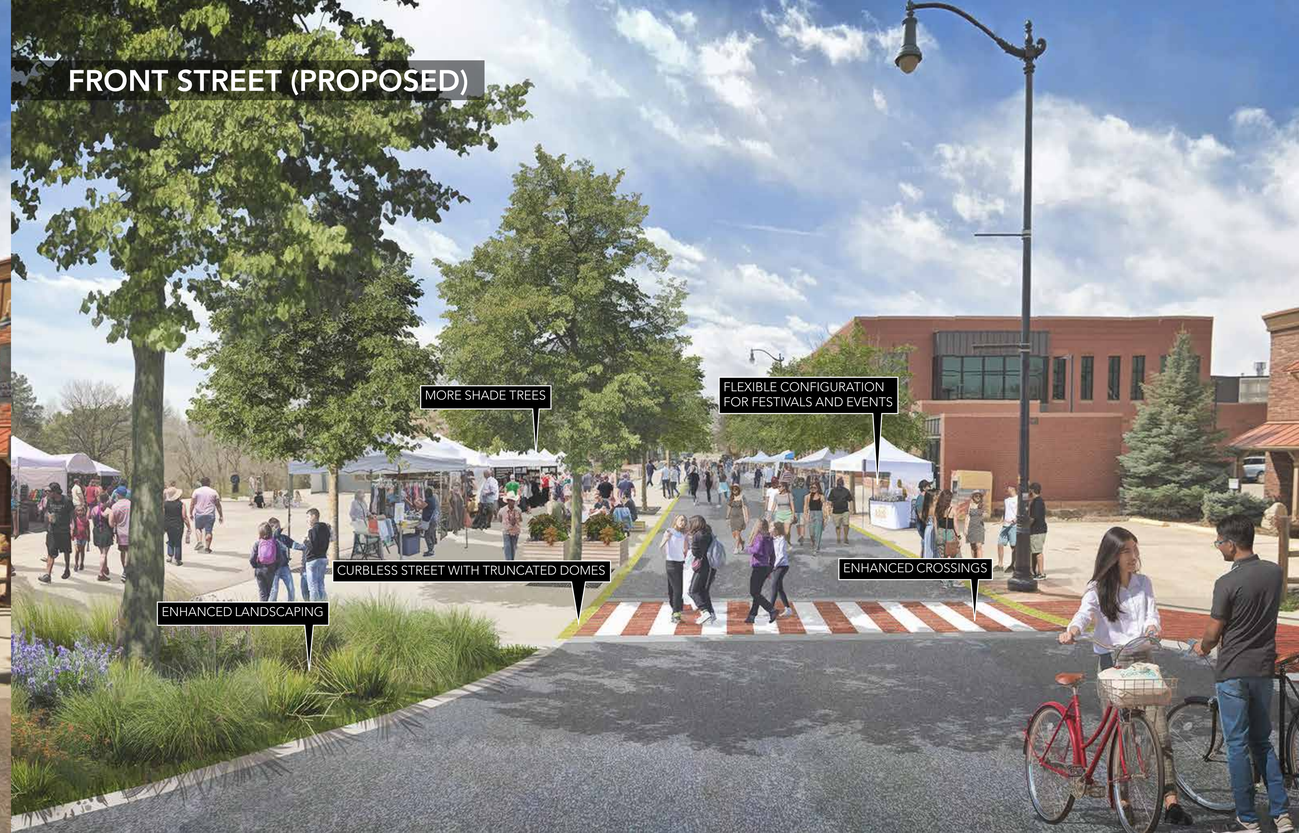






FRONT STREET (PROPOSED)

FRONT STREET (EXISTING)


FRONT STREET (PROPOSED)
MORE SHADE TREES
FLEXIBLE CONFIGURATION FOR FESTIVALS AND EVENTS
CURBLESS STREET WITH TRUNCATED DOMES
ENHANCED CROSSINGS
ENHANCED LANDSCAPING

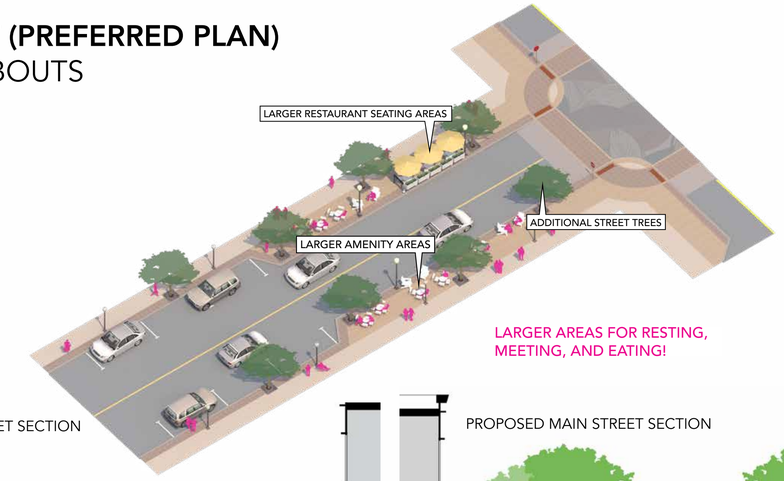
PROJECT 03 **MAIN STREET STREETSCAPES**

MAIN STREET (EXISTING)

MAIN STREET PREFERRED PLAN
LONGER BULBOUTS

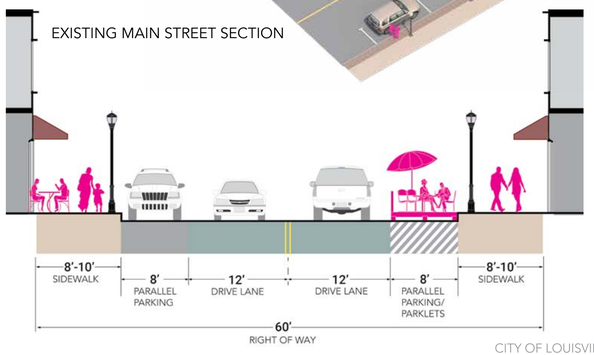
MAIN STREET FUTURE CONSIDERATION
CURBLESS STREET

MAIN STREET (PREFERRED PLAN)
LONGER BULBOUTS

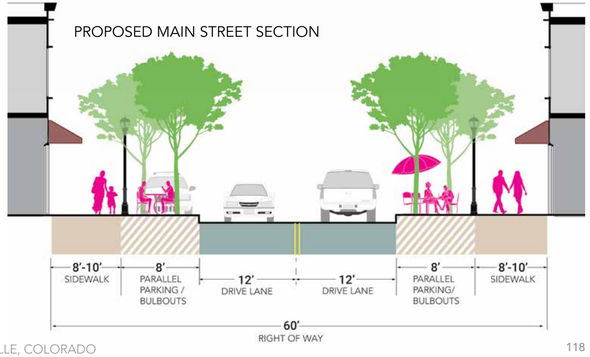


LARGER AREAS FOR RESTING, MEETING, AND EATING!

EXISTING MAIN STREET SECTION

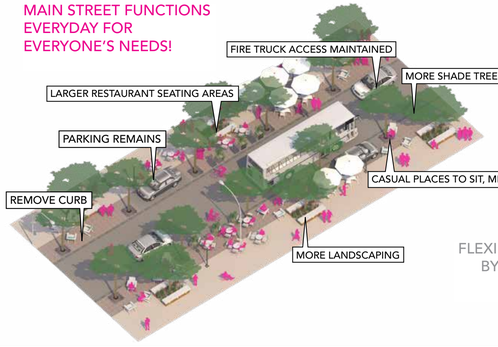


PROPOSED MAIN STREET SECTION



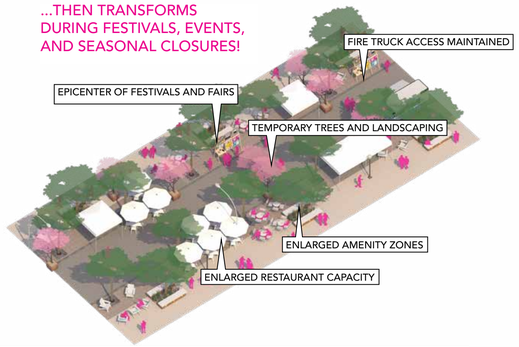
MAIN STREET FUTURE CONSIDERATION
CURBLESS STREET

MAIN STREET FUNCTIONS EVERYDAY FOR EVERYONE'S NEEDS!



FLEXIBLE AND ADAPTABLE BY DAY OR SEASON!

...THEN TRANSFORMS DURING FESTIVALS, EVENTS, AND SEASONAL CLOSURES!



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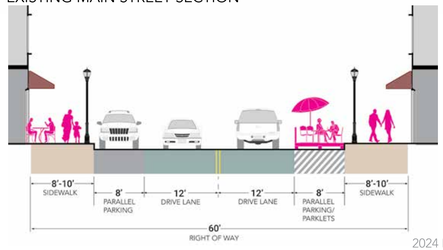
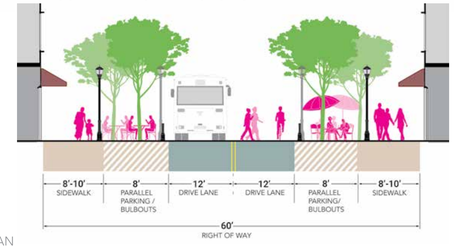


PROPOSED MAIN STREET SECTION



MATERIAL PALETTE OPTIONS FOR PROPOSED HARDSCAPE AREAS

Updating hardscape materials along Main Street, Front Street, and surrounding areas in downtown Louisville, Colorado, requires a tailored approach that aligns with the town's unique character, historical significance, and natural beauty. Here are specific best practices, goals, and benefits for such a project:

Goals

Preserve Historic Charm: Maintain and enhance the historic character of Main Street and Front Street's streetscapes while modernizing infrastructure for current needs.

Create Walkable Spaces: Design inviting sidewalks, plazas, and gathering areas along Main and Front Streets that promote pedestrian activity, social interaction, and exploration of local shops and businesses.

Environmental Stewardship: Integrate sustainable hardscape features like permeable pavers on Main Street, bioswales along Front Street, and tree plantings in adjacent areas to improve air quality, reduce heat island effects, and support biodiversity.

Boost Economic Vitality: Enhance the attractiveness of Main and Front Streets to residents, visitors, and businesses, leading to increased foot traffic, longer dwell times, and economic growth for local establishments.

Benefits

Distinctive Identity: Develop a unique streetscape along Main Street, Front Street, and adjacent areas that reflects Louisville's heritage, natural surroundings, and commitment to sustainability, contributing to a positive town identity and brand image.

Health and Well-being: Create inviting outdoor spaces with seating, greenery, and pedestrian-friendly features along Main and Front Streets that encourage physical activity, relaxation, and social interactions among residents and visitors.

Resilient Infrastructure: Implement resilient hardscape materials and designs along Main and Front Streets that withstand Colorado's climate challenges, reducing maintenance costs and ensuring long-term durability.

Environmental Impact: Reduce stormwater runoff along Main Street, improve water quality on Front Street, and mitigate urban heat effects through sustainable hardscape practices, contributing positively to the local environment and ecosystem health. Choose durable and low-maintenance Materials with longer lifespans and less need for repairs, which reduces their environmental impact.

By focusing on these specific strategies and objectives along Main Street, Front Street, and surrounding areas, updating hardscape materials can achieve targeted improvements that benefit the community, economy, and environment while maintaining the area's unique character and appeal.

MATERIAL PALETTE 01: MOUNTAIN MODERN

01 : Brushed Concrete
02 : Stone Pavers
03 : Stamped Asphalt
04 : Evergreens & Perennial Grasses
05 : Natural Stone Seat Walls with Wooden Slats
06 : "Classic Look" Contemporary Pedestrian Lighting

MATERIAL PALETTE 02: EARTHY VIBES

01 : Precast Concrete Pavers with Alternating Colors or Score Patterns
02 : Colored Concrete Pavers
03 : Thermoplastic Pattern on Asphalt
04 : Flowering Perennials & Grasses
05 : Precast Concrete with Wooden Slats
06 : Wooden Appearance Overhang Pedestrian Lighting

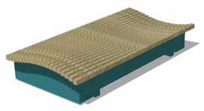
MATERIAL PALETTE 03: CLEAN AND SIMPLE

01 : Brushed Colored Concrete
02 : Elongated Pavers
03 : Painted Asphalt
04 : Perennial Grasses with Stone Elements
05 : Natural Stone Seat Walls
06 : Contemporary Pedestrian Lighting

FURNISHING PALETTE FOR PROPOSED AMENITY ZONES

PARC CENTRE TABLE & CHAIRS
LANDSCAPE FORMS

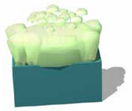
ADIRONDACK
LANDSCAPE FORMS



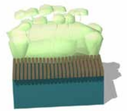
MOBILE SURF ISLE
STREETLIFE

HARVEST BENCH
LANDSCAPE FORMS

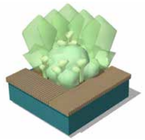
PASEO SEAT
LANDSCAPE FORMS



RECTANGULAR PLANTER
ANOVA



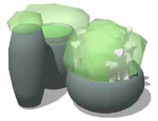
PLANTER WITH BENCH
ANOVA



PLANTER WITH 'L' SHAPE BENCH
ANOVA

LITTER AND RECYCLING
LANDSCAPE FORMS

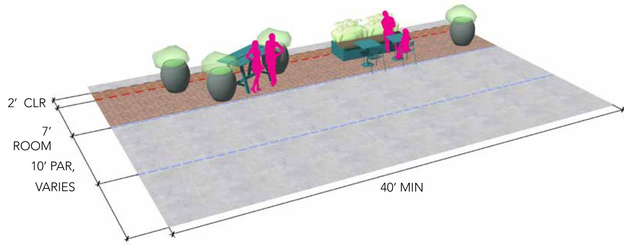
RIDE BIKE SHARE
LANDSCAPE FORMS



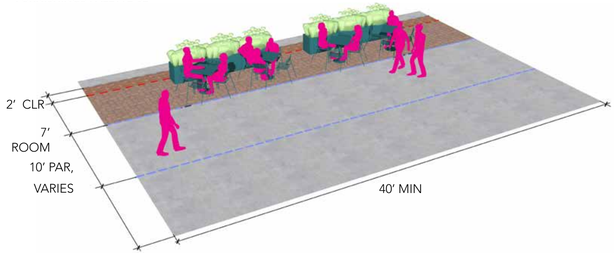
DUNE PLANTERS
LANDSCAPE FORMS

FURNISHING ROOMS

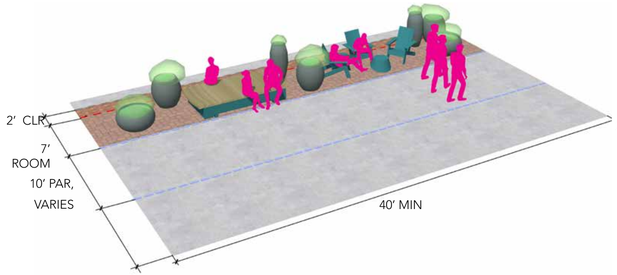
FURNISHINGS PALETTE 01



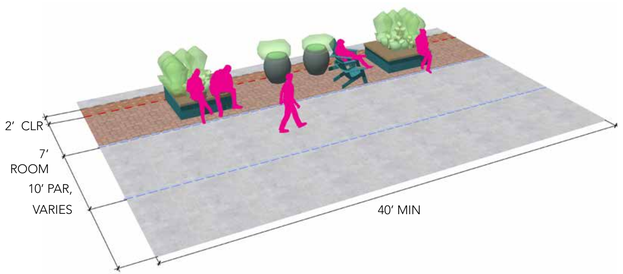
FURNISHINGS PALETTE 02



FURNISHINGS PALETTE 03

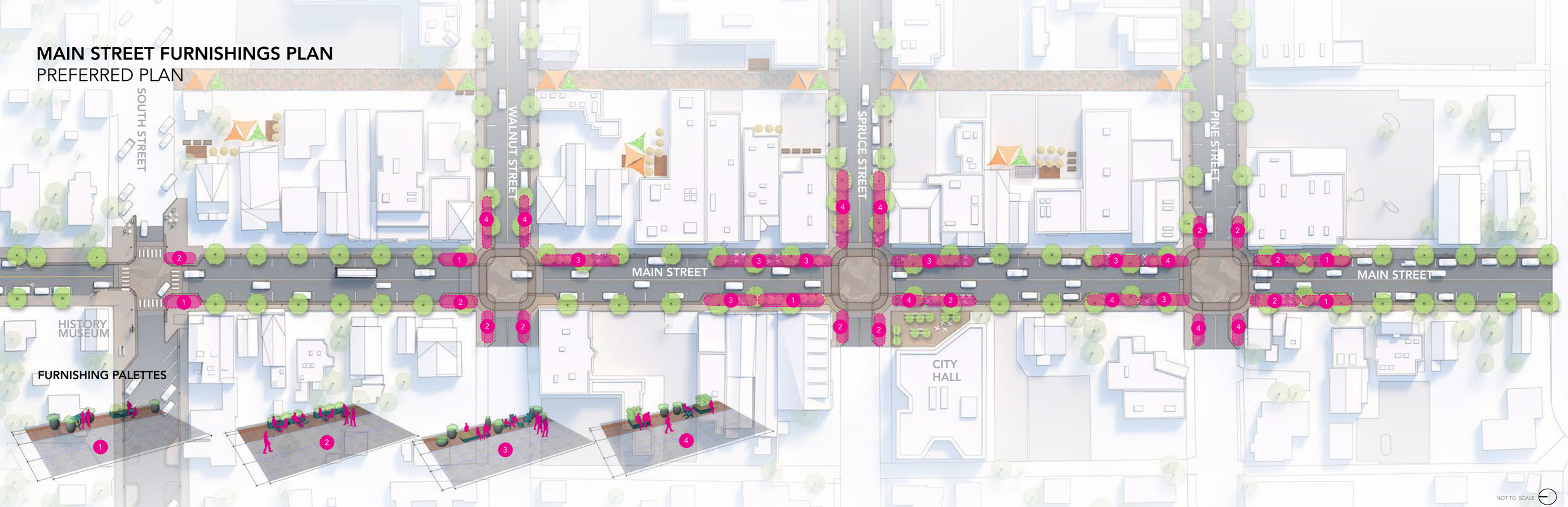


FURNISHINGS PALETTE 04



MAIN STREET FURNISHINGS PLAN

PREFERRED PLAN



PLANTING PALETTE FOR PROPOSED PLANTING AREAS

Goals

Enhance Urban Aesthetics: Improve the visual appeal of downtown Louisville through thoughtful landscaping and the strategic use of native and drought-tolerant plant species.

Promote Biodiversity: Encourage the growth of native plant species to support local ecosystems and wildlife. Avoid monoculture planting by increasing diversity of plants used. For street trees, use no more than two trees in a row in case of disease or other problems to increase resiliency.

Mitigate Urban Heat Island Effect: Use plants such as yarrow, sedum, and Russian sage strategically to reduce heat absorption and improve air quality in the downtown area.

Conserve Water: Implement water-efficient irrigation systems and choose drought-tolerant plant species such as wild bergamot, blanketflower, and penstemon to minimize water usage.

Engage the Community: Involve residents, businesses, and local organizations in the planning and maintenance of green spaces to foster a sense of ownership and pride.

Consider History: Ensure trees and new plantings do not interfere or block visibility of historic landmarks.

Strategies

Native Plant Selection: Choose native plants such as Rocky Mountain juniper, Douglas fir, Colorado blue spruce, and native grasses that are well-adapted to Colorado's semi-arid climate.

Incorporate flowering native plants like wild bergamot, blanketflower, and penstemon to attract pollinators such as bees and butterflies.

Drought-Tolerant Landscaping: Select plants with low water requirements such as yarrow, sedum, and Russian sage for landscaping beds. Use rock mulch to retain soil moisture and reduce evaporation.

Water-Efficient Irrigation: Install drip irrigation systems for precise watering and minimal water loss due to evaporation or runoff.

Frontier Elm
Ulmus x 'Frontier'

Shumard Red Oak
Quercus shumardii

State Street Maple
Acer Miyabei

Accolade Elm
Ulmus 'Morton' Accolade

Utilize smart irrigation controllers that adjust watering schedules based on weather conditions and plant needs.

Green Infrastructure: Incorporate green roofs or green walls in downtown buildings to reduce the urban heat island effect, improve air quality, and provide habitat for wildlife. Create rain gardens or bioswales with plants like milkweed, joe-pye weed, and blue flag iris to manage stormwater runoff, filter pollutants, and recharge groundwater.

Monitoring and Evaluation: Implement a monitoring system to track water usage, plant health, and biodiversity indicators in downtown green spaces. Use data collected to make informed adjustments to the planting strategy and irrigation practices for optimal sustainability outcomes.

Implementation Best Management Practices

- Coordinate with relevant stakeholders, including municipal departments, utilities, and urban planners, to ensure compliance with regulations and avoid conflicts with existing infrastructure.
- Prior to planting, assess soil conditions and address any compaction or contamination issues.

Blue Grama Grass
Bouteloua gracilis

Russian Sage
Perovskia atriplicifolia

Agastache
Hyssop

Rocky Mountain Penstemon
Penstemon strictus

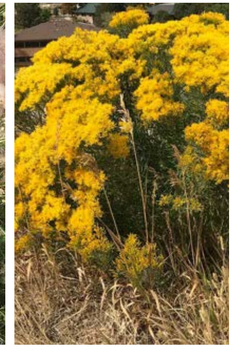
Coneflowers
Echinacea

Yarrow
Achillea millefolium

Sedum
Sedum spp.

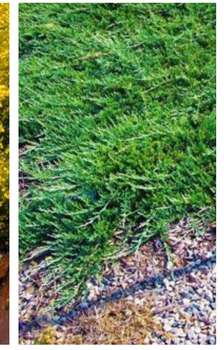
Globe Mallow
Sphaeralcea spp.

Apache Plume
Fallugia paradoxa



Rabbitbrush
Chrysothamnus spp.

Spanish Gold Broom
Cytisus purgans



Juniper
Juniperus spp.

- Loosen compacted soil within the planting area to promote root growth and improve soil aeration and drainage.
- Amend soil as needed with organic matter to enhance fertility and structure.

Species Selection:

- Choose tree species that are well-adapted to the local climate, soil conditions, and available space.
- Select species with a tolerance for urban conditions, such as pollution, compacted soil, and limited root space.
- Consider factors like mature size, growth rate, and root structure to minimize conflicts with nearby infrastructure.

Planting Techniques:

- Ensure proper planting depth, with the root flare at or slightly above ground level to prevent planting too deep.
- Provide adequate space for root expansion by digging wide planting holes.
- Use appropriate planting methods, such as container-grown or balled-and-burlapped trees, and avoid damaging roots during installation.

Mulching:

- Apply a layer of mulch around the base of newly planted trees to conserve soil moisture, regulate temperature, and suppress weeds.
- Use organic mulch materials such as wood chips or shredded bark, and maintain a depth of 2-4 inches, keeping mulch away from the trunk to prevent moisture-related issues.

Staking and Guying:

- Evaluate the need for staking or guying based on tree size, site conditions, and potential for wind damage.
- Use flexible materials such as rubber straps to secure trees to stakes, allowing for movement and natural trunk development.
- Monitor staked trees regularly and remove stakes and guy wires once the tree is established and able to support itself.

Irrigation:

- Provide supplemental irrigation to newly planted trees, especially during dry periods, to support establishment and root development.
- Install irrigation systems, such as drip or soaker hoses, to deliver water directly to the root zone while minimizing runoff and waste.
- Adjust irrigation frequency and duration based on weather conditions and soil moisture levels.

Protection Measures:

- Implement measures to protect newly planted trees from mechanical damage, vandalism, and animal browsing.
- Install physical barriers, such as tree guards or fencing, around vulnerable trees to prevent damage to trunks and branches.
- Educate residents and contractors about the importance of tree protection and encourage community involvement in stewardship efforts.

Post-Construction Monitoring and Maintenance:

- Establish a maintenance plan to monitor the health and condition of newly planted trees and address any issues promptly.
- Conduct regular inspections for signs of stress, pest infestations, or other problems, and take appropriate action as needed.
- Provide ongoing care, including pruning, fertilization, and mulch replenishment, to support tree growth and resilience.

By following these best management practices for street tree installation and construction, municipalities and developers can promote the successful establishment and long-term sustainability of urban trees, contributing to the beauty, health, and livability of communities.

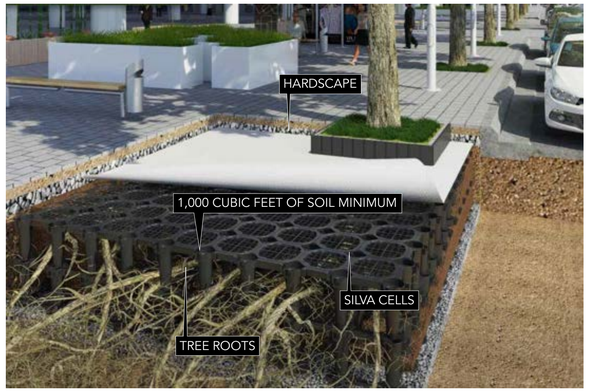
TREE PLANTING STRATEGY: SILVA CELLS

Silva Cells are innovative modular systems designed to support healthy tree growth in urban environments while simultaneously addressing various urban infrastructure challenges. These systems consist of interlocking plastic or metal frames that create an underground matrix beneath sidewalks, parking lots, or other paved surfaces. Within this matrix, void spaces are filled with soil, providing ample room for tree roots to expand and thrive.

The primary function of Silva Cells is to alleviate soil compaction, which is a common problem in urban areas due to construction and heavy foot traffic. Compacted soil restricts the growth of tree roots and limits their access to essential nutrients and water. By creating a structured void space beneath the pavement, Silva Cells allow roots to grow freely, promoting healthier and more resilient trees.

In addition to supporting tree growth, Silva Cells offer several other benefits. They help manage stormwater runoff by providing storage space for rainwater to infiltrate into the soil, reducing the risk of flooding and alleviating pressure on stormwater infrastructure. Silva Cells also improve soil quality by allowing for better aeration, drainage, and nutrient cycling.

Providing enough soil volume is crucial for healthy tree growth. Trees planted in confined spaces with limited soil volume may struggle to establish themselves and may suffer from stunted growth and poor health. Ideally, the soil volume provided for street trees should be at least 800-1,000 cubic feet per tree, depending on the species and site conditions. This suggests an implementation cost of around $12,000 per tree.



MAIN STREET (EXISTING)

MAIN STREET (0-3 YEARS)

PROS

- Smaller investment, easier to implement
- Additional landscaping and shade trees
- More open seating, flexible spaces for public use
- More cafe/restaurant seating areas
- Traffic calming and pedestrian safety

CONS

- Less flexible and adaptable over time
- Additional investment into drainage and infrastructure adjustments

ENLARGED AMENITY ZONES

ENHANCED CROSSING AREAS

LONGER BULBOUT

RAISED INTERSECTIONS

MAIN STREET (EXISTING)

MAIN STREET (CURBLESS - FUTURE CONSIDERATION)

PROS

- Flexible street design, adapatable for many future needs
- Additional landscaping and shade trees
- Larger amenity spaces for public use
- Larger cafe/restaurant seating areas
- Infrastructure investment concurrent with streetscape investment

CONS

- Larger upfront investment
- Additional investment into drainage and infrastructure adjustments

LARGER RESTAURANT SEATING AREAS

REMOVE CURB

CROSSING IMPROVEMENTS

FLEXIBLE, ADAPTABLE CONFIGURATION

MORE STREET TREES

CHAPTER 5

TAKE ACTION

In this chapter, we delineate the phased approach and implementation strategies crucial to realizing the vision outlined in the preceding chapters of the vision plan. By breaking down the ambitious vision into manageable phases, we aim to ensure that the implementation process is both feasible and effective. Each phase is meticulously crafted to address specific aspects of the urban design, encompassing infrastructure development, community engagement, and regulatory frameworks. As much as feasible, projects are spatially grouped together for more efficient construction processes. Through this phased and strategic approach, we endeavor to transform vision plan aspirations into tangible urban realities.

PHASING AND IMPLEMENTATION

Crafting a vibrant public space and streetscape vision plan requires a tailored approach to funding and implementation, drawing upon local resources and partnerships. To translate these values into tangible enhancements for public spaces and streetscapes, Louisville can tap into various funding sources, starting with its own Capital Improvement Projects (CIP) budget. By prioritizing these aspects within the municipal budget, the city demonstrates its commitment to creating welcoming and functional public spaces for residents and visitors alike.

A combination of Louisville Revitalization Commission (LRC) funds and City Capital Improvement Project (CIP) funds will pay for the majority of improvements shown in this vision plan. Additional funding may come from grants or other partnerships. It is not anticipated an increase in taxes or bonds will be used to pay for these projects.

All projects described in this vision plan will go through a full Concept through Construction Documentation phasing plan with additional costing, design, and engineering beyond the scope of the vision plan.

Project Phasing Approach

A well-thought-out phasing plan has been crafted to ensure smooth execution and maximum impact. Implementing these projects begins by engaging with key stakeholders, including local businesses, residents, government officials, and community organizations to identify most immediate project needs--what needs to come first and why? Their input will be invaluable in shaping the phasing plan and garnering support for the project.

While some conversations with City officials and stakeholders were completed during this vision plan, the next step should evaluate the downtown area and identify priority zones for revitalization based on factors such as foot traffic, existing infrastructure, and community needs. As of now, the areas around Steinbaugh Pavilion and Front Street appear to be the focus area for early-phase implementation and could be Phase 1 of this vision plan.

Before initiating Phase 1 of the project, the City has outlined a preliminary Phase 0. This preparatory phase precedes the modifications detailed in the document regarding the removal of existing parking adjacent to the Steinbaugh Pavilion and associated improvements in this area. Its aim is to mitigate parking shortages resulting from the removal of existing parking in this location. Phase 0 entails the conversion of parallel parking spaces along South Street, stretching from Main Street to Jefferson Street, into angled parking spaces.

An incremental approach is recommended for phasing, starting with smaller-scale improvements that can deliver quick wins and build momentum. For example, this could involve beautifying Steinbaugh Plaza, installing street furniture, or enhancing pedestrian walkways in the initial phases.

Projects will prioritize infrastructure upgrades such as road repairs, utility enhancements, and parking improvements alongside public amenity space improvements. These upgrades will lay the foundation for future development and attract businesses and visitors to the downtown area while acknowledging the need of activation and public realm improvements.

It is recommended the City explore opportunities for public-private partnerships to fund and implement various phases of the vision plan. Collaborating with private developers and investors can help leverage resources and expertise to accelerate progress.

Continuously monitor the progress of each phase and be prepared to adapt the phasing plan based on evolving circumstances and feedback. Flexibility is key to navigating unforeseen challenges and ensuring the long-term success of the downtown vision plan.

By following these best practices and strategies, the implementation of the downtown vision plan in Louisville, Colorado, can be carried out effectively, resulting in a vibrant and thriving city center that enhances the quality of life for residents and visitors alike.

Construction Logistics

Ensuring business continuity during construction projects requires meticulous planning and proactive measures. This project will engage in phased construction, wherein the project is divided into smaller, manageable stages. This allows for targeted construction activities in specific areas while keeping adjacent sections accessible to businesses and pedestrians. This also makes the projects more financially feasible.

During each construction phase, establishing clear signage and wayfinding systems is crucial. This helps direct traffic, pedestrians, and potential customers to businesses that remain open. Temporary pedestrian walkways and protected pathways can be constructed to maintain safe access to storefronts, ensuring that businesses retain their visibility and customer flow.

Adopting flexible construction scheduling is essential. Coordinating construction activities to minimize disruptions during peak business hours, such as mornings and weekends, can mitigate the impact on business operations. Contractors may consider implementing night shifts or off-peak work hours for activities that generate significant noise or require road closures. This approach will be vetted by community members and businesses prior to construction as residential units and nearby neighborhoods need to be taken into consideration.

To address potential challenges with parking availability, establishing temporary parking arrangements nearby can help offset any loss of on-street parking due to construction. Providing clear signage directing customers to alternative parking locations and offering shuttle services can facilitate access to businesses during construction.

Regular communication with business owners and stakeholders is paramount throughout the construction process. Holding frequent meetings, providing project updates, and soliciting feedback help foster transparency and trust. Additionally, designating a project liaison or point of contact for businesses to address concerns and coordinate logistics can streamline communication and problem-solving efforts.

Incorporating safety measures is non-negotiable during construction. Implementing proper barricades, signage, and lighting around construction sites ensures the safety of pedestrians, motorists, and construction workers alike. Regular inspections and maintenance of temporary pedestrian walkways and access routes help prevent crashes and maintain accessibility.

By prioritizing phased construction, effective communication, flexible scheduling, and safety measures, main street construction projects can proceed smoothly while minimizing disruptions to business operations. These strategies not only ensure the successful completion of the

FREQUENTLY ASKED QUESTIONS

What if we don't have the funding to build all the projects in the vision plan?
The vision plan is developed to provide a list that has more projects than the City or Louisville Revitlization Commission (LRC) currently has funding to implement. Funding for public space and streetscapes comes from various sources and is often required to be used for certain project types or to meet particular goals. Because of this, the plan identifies a variety of worthy projects in anticipation of future funding opportunities. Additionally, the vision plan is not an all-or-nothing undertaking. Each project is evaluated and selected based on its individual benefits before being designed as part of the full vision plan. This means that all investments toward project implementation, no matter the number or location, will provide benefits for downtown Louisville.

I am concerned how this will impact parking within downtown Louisville.
The downtown vision plan tackles parking impacts by conducting thorough inventory assessments, implementing parking management strategies like employee/owner parking lots for businesses, metered parking spots with enhanced code enforcement, or future construction of a parking garage within the downtown area. A thorough understanding and analysis of parking impacts will be completed prior to the implementation and construction of each of the projects described in the vision plan. These measures work together to optimize parking availability, alleviate congestion, and enhance the overall downtown experience. Exhibits throughout this document have described ways to alleviate parking concerns. Appendix F describes additional parking changes which will occur before any of the vision projects progress.

Will this project help the downtown area thrive and revitalize?
The aim of the downtown vision plan for downtown is designed to invigorate and revitalize the area by fostering economic growth, enhancing the built environment, and creating a vibrant community hub by investing in public space improvements. Research and analysis of similar projects in similar communities suggests investment in the public realm and streetscapes has a positive impact for communities and leads investment by the private sector. Through targeted strategies such as pedestrian-friendly streetscapes and cultural programming, the plan aims to attract future businesses, re-investment by existing businsses, residents, and/or visitors while preserving the unique character and charm of downtown Louisville. By prioritizing placemaking, connectivity, and sustainability, the project sets the stage for long-term prosperity and vitality in the heart of the city.

Is this project just a catalyst for creating a pedestrian mall or permanent street closure(s) in/near downtown?
No, the current project does not entail the implementation of a pedestrian mall or permanent street closure in downtown in the short-term or long-term. The vision plan focuses on enhancing downtown vitality and existing programs like the parklet program or existing events. Various strategies either preserve or enhance the existing transportation infrastructure for all users whether walking, biking, or driving. Any future considerations regarding pedestrian malls or street closures would undergo thorough community engagement and evaluation to ensure alignment with the city's goals and values.

project but also contribute to the vitality and resilience of the local business community.

Implementation Partnerships

Local government initiatives could be bolstered by seeking grants from state and regional agencies within Colorado that prioritize community development and urban revitalization. Organizations such as the Colorado Department of Local Affairs (DOLA) or the Colorado Office of Economic Development and International Trade (OEDIT) offer grant programs aimed at supporting municipalities in their efforts to create inviting public spaces and improve streetscapes. Securing grants from these sources can provide crucial funding and technical assistance for implementing various aspects of the master plan, ensuring that Louisville remains at the forefront of innovative urban design and placemaking.

Louisville could leverage partnerships with private entities through public-private partnerships (PPPs). Collaborating with local businesses, developers, and investors could unlock additional funding streams and resources for specific projects outlined in the master plan. These partnerships might involve joint ventures, sponsorship opportunities, or even in-kind contributions, enriching the overall vision and execution of the plan while fostering a sense of shared responsibility for the city's well-being.

By engaging residents and businesses through crowdfunding campaigns or community fundraising events, Louisville can foster a sense of ownership and involvement in shaping the future of its public spaces. Additionally, prioritizing projects based on community feedback and feasibility allows for phased implementation, ensuring that resources are allocated efficiently and effectively, and that the master plan evolves in harmony with the evolving needs and aspirations of the community.

By weaving together a tapestry of local funding sources, state grants, public-private partnerships, and community engagement strategies, Louisville can realize its vision of vibrant public spaces and streetscapes that reflect the unique character and aspirations of the community while enhancing quality of life for residents and visitors alike. As Louisville continues to grow and evolve, its commitment to creating inclusive, accessible, and aesthetically pleasing public spaces will serve as a testament to its status as a model city for sustainable and equitable development in Colorado and beyond. Potential Partnerships for the projects described in this vision plan include:

- Louisville City Government and Colorado Department of Transportation (CDOT): CDOT plays a crucial role in transportation infrastructure planning and funding statewide. Louisville could collaborate with CDOT to integrate streetscape improvements with broader transportation initiatives, such as road widening projects, bike lane expansions, or pedestrian safety enhancements. This partnership could involve joint funding for shared infrastructure projects and coordination on design standards to ensure seamless integration with state roads passing through Louisville.

- Louisville Economic Vitality Department and Colorado Office of Economic Development and International Trade (OEDIT): OEDIT offers various grant programs and economic development incentives to support local communities in fostering business growth and job creation. Louisville's Economic Development Department could work closely with OEDIT, DOLA, or Downtown Colorado Inc. to explore funding opportunities for streetscape enhancements that enhance the city's economic vitality and attractiveness to businesses and visitors. This partnership might involve applying for grants or tax incentives specifically targeted at revitalizing commercial corridors and downtown districts.

- Louisville Parks and Recreation Department and Colorado Parks and Wildlife (CPW): Colorado Parks and Wildlife provides grants and technical assistance for outdoor recreation projects that enhance public spaces and promote environmental stewardship. Louisville's Parks and Recreation Department could partner with CPW to develop green infrastructure initiatives, such as trail networks, pocket parks, or riparian restoration projects, that integrate seamlessly with the city's streetscape improvements. This collaboration could also involve leveraging CPW's expertise in wildlife habitat conservation to incorporate ecological considerations into the master plan.

- Louisville Chamber of Commerce and Local Businesses: The Louisville Chamber of Commerce serves as a hub for local businesses, offering networking opportunities, advocacy, and promotional support. The chamber could partner with local businesses to secure sponsorship for streetscape amenities, such as benches, planters, or public art installations, through advertising opportunities or naming rights agreements. Additionally, the chamber could facilitate business participation in volunteer cleanup events or beautification projects, fostering a sense of civic pride and engagement among the business community.

- Louisville Sustainability Office and Colorado Association of Conservation Districts (CACD): The Colorado Association of Conservation Districts provides technical assistance and funding for conservation and sustainability initiatives at the local level. Louisville's Sustainability Office could collaborate with CACD to implement green infrastructure solutions within the streetscape master plan, such as rain gardens, permeable pavements, or urban tree planting programs. This partnership could also involve educational outreach to residents and businesses on sustainable landscaping practices and water conservation strategies.

By forging these specific partnerships with both local entities and state agencies, Louisville can leverage a diverse range of expertise, resources, and funding opportunities to implement its public space and streetscape master plan effectively. These collaborations not only enhance the quality of life for residents but also contribute to the long-term sustainability and resilience of the community.

A NETWORK OF PARTNERSHIPS AND FUNDING OPPORTUNITIES

PHASE 1: 0-3 YEARS

Curbless Street on Front Street
Between Walnut Street and Pine Street

Advisory Bike Lane on Front Street
Between South Street and Coal Creek Trail

Steinbaugh Plaza

Signage and Wayfinding Program

Streetscape Improvements on Main Street
Between Elm Street and South Street

Advisory Bike Lane on Main Street
Between South Boulder Road and Pine Street

Intersection Improvements on Main Street
South Street, Spruce Street, Walnut Street

PHASE 2: 3-8 YEARS

Additional Streetscape Improvements
Walnut Street and Spruce Street

Complete Street on Pine Street
Between CO-42 and Main Street

History Sculpture Walk
Between South Street to South Boulder Road

Advisory Bike Lane
East of CO-42 to Drainageway Trail

Alleyway Activation

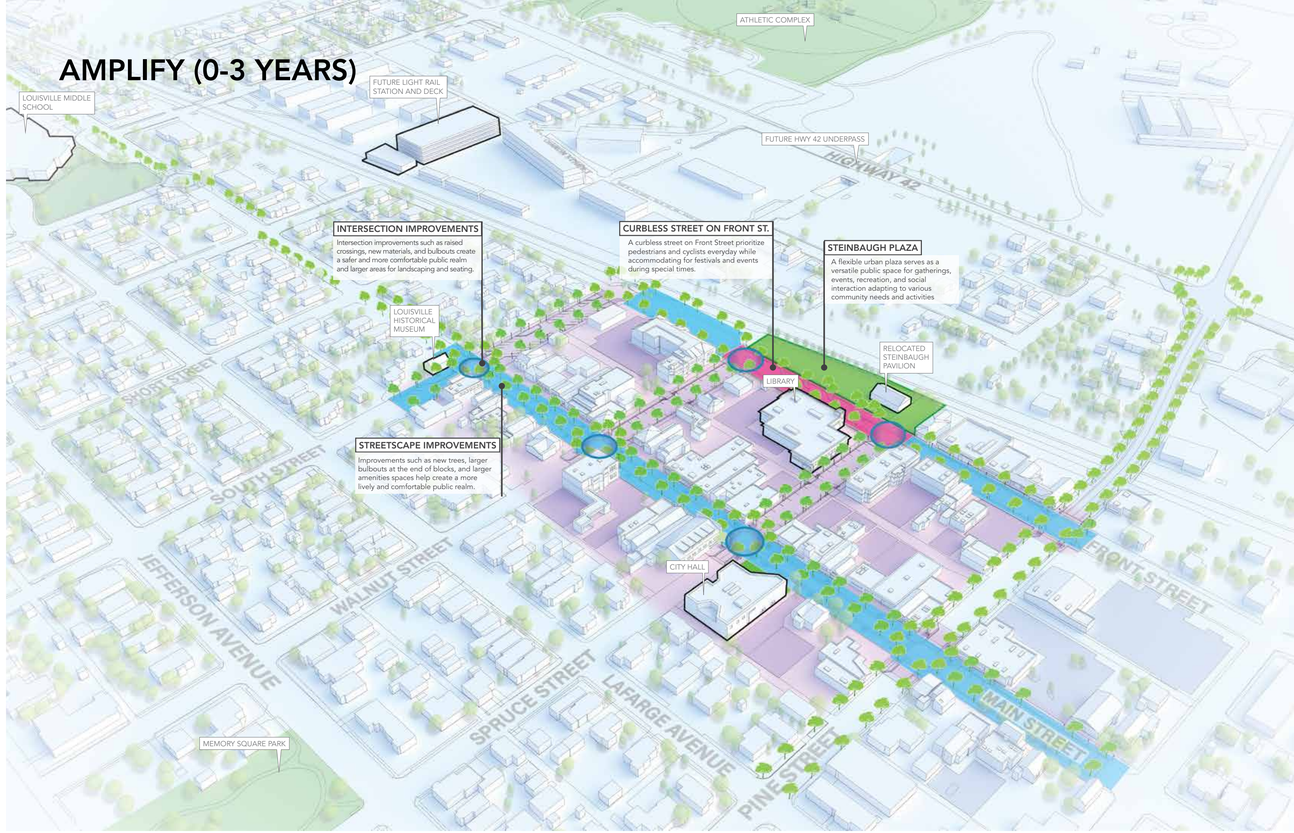
PHASE 3: 8+ YEARS

Curbless Streets on Main Street
Between Elm Street and South Street

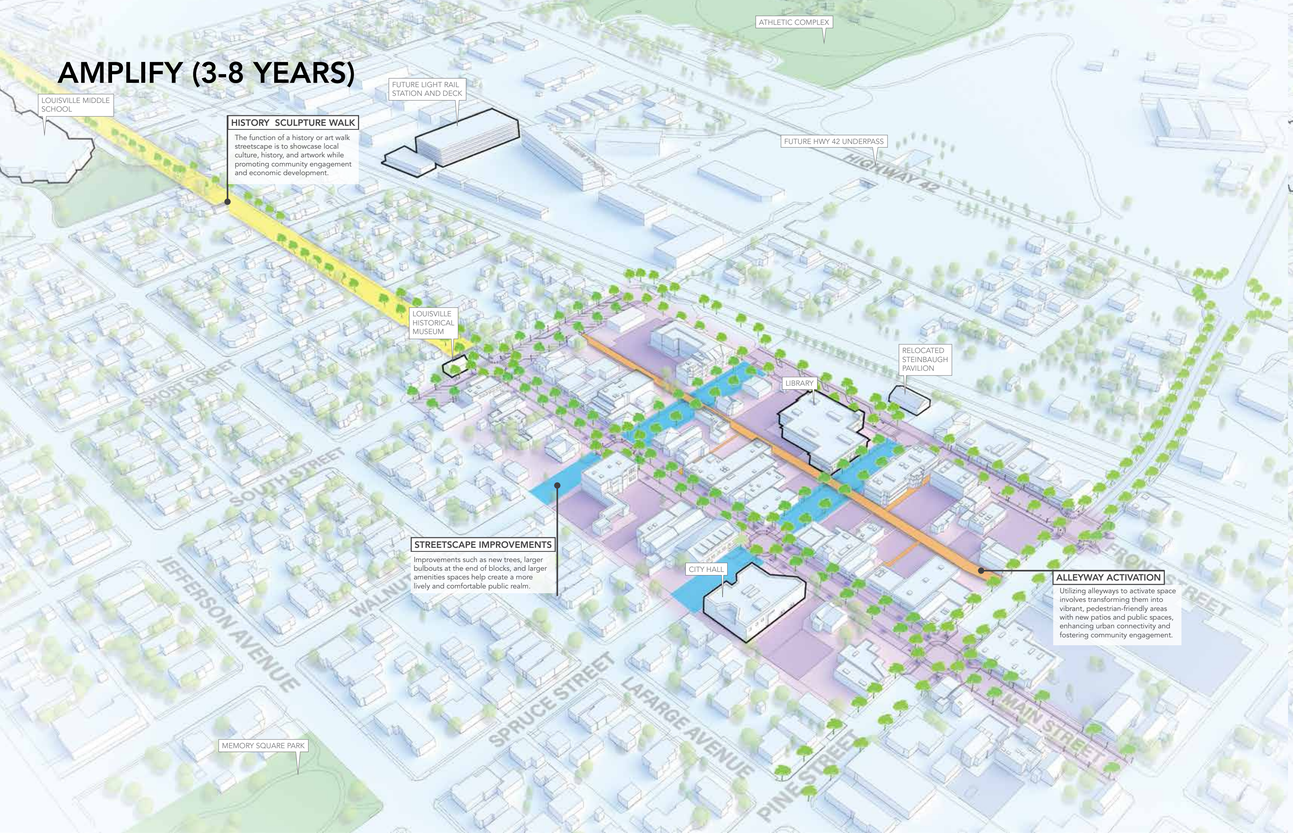
Renovated City Hall Plaza

Renovated History Museum Plaza

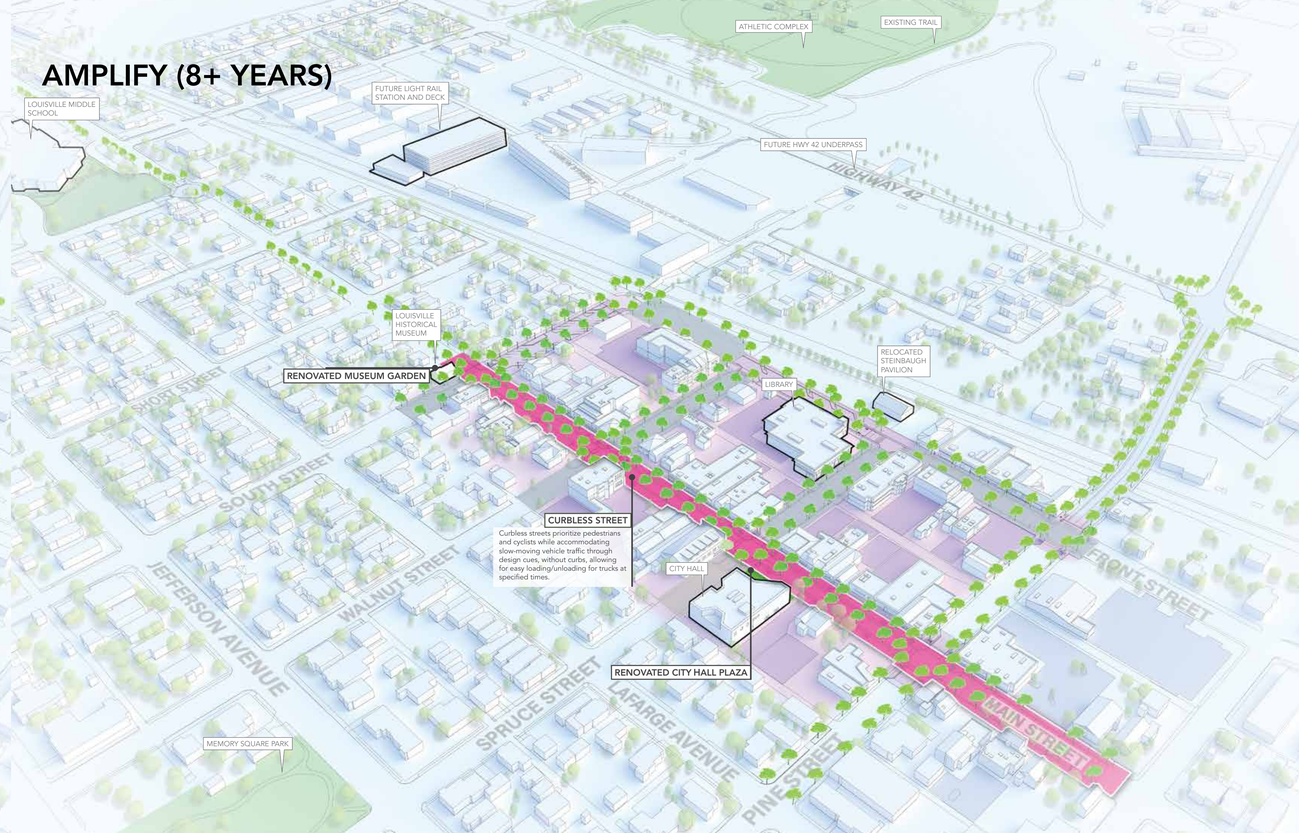
AMPLIFY (0-3 YEARS)



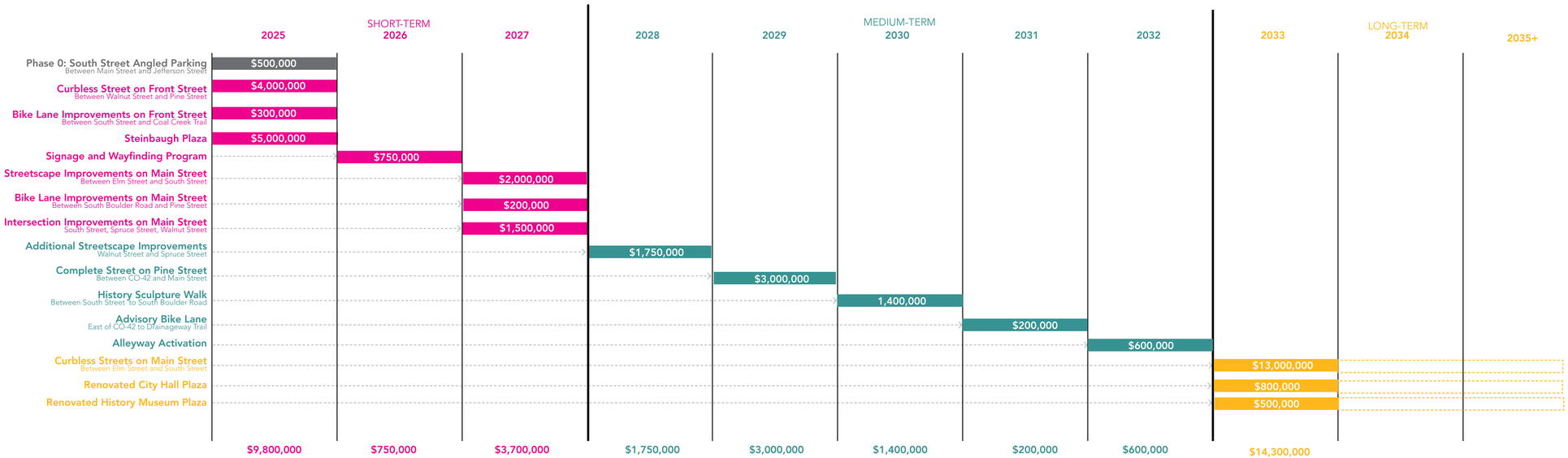
AMPLIFY (3-8 YEARS)



AMPLIFY (8+ YEARS)



CIP PHASING PLAN - ALL PROJECTS



PHASE 1: 0-3 YEARS

PHASE 2: 3-8 YEARS

PHASE 3: 8+ YEARS

APPENDIX

APPENDIX A: BACKGROUND DOCUMENT REVIEW (MOBILITY/TRANSIT)

Introduction

This document synthesizes salient portions of any transportation plans, studies, and policies with recommendations or elements relevant to the conceptual design of downtown Louisville's Main Street, South Boulder Road, and associated public spaces. When available, the document includes context for existing and previous projects, progress, implementation timelines, successes, and lessons learned.

Previous Transportation Plans

City of Louisville Transportation Master Plan (2019)

The 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 those to 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, and safe pedestrian crossings. By project types, the public most valued, in order: underpasses, commuter rail, intersection safety, traffic congestion, roadway maintenance, and bike lanes.

Recommended policies include:

- 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.

Figure 1. Transportation Master Plan Goals

- 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. Downtown, this could include shared mobility, flexible loading zones for goods and passengers, and EV charging.

Recommended projects include:

- Corridor projects such as SH 42 (which should include an underpass connection to downtown via South or Short Street) and South Boulder Road.
- Those needed to complete a bicycle network that will support all ages and abilities, including bike routes on Garfield/Lincoln, Jefferson Ave, DELO to downtown, Spruce St, South St, and Front St; as well as off-street shared paths around Louisville Middle School, Griffith St, and McKinley Park.
- Connectivity and safety improvements at street and trail intersections and completion of sidewalk gaps, including traffic calming. Examples of projects identified in the downtown study area include a raised crossing with refuge along Main St at Louisville Middle School, an underpass of SH 42 at South/Short St, and shortening the crossing distance at Hutchinson St/Jefferson Ave.
- Key downtown connection enhancements between the recreation center, neighborhood bikeways, trails, and downtown; such as traffic calming, placemaking elements, wayfinding, and intersection treatments (see Figure 2 for details).

- Transit improvements including 1) new 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

Recommended programs include neighborhood traffic management, travel demand management, Safe Routes to School, Fun Routes, open streets, a bike share network, safety/maintenance/training, coordinated wayfinding, recognition as a Bicycle Friendly Community, and data collection. The recommendation for a temporary open streets program could be explored in further detail through the Downtown Vision Plan, with implementation already piloted during the covid pandemic.

Sustainability Master Plan (2020)

Louisville's Sustainability Action Plan, first adopted in 2016 and updated in 2020, outlines strategies across seven categories: climate, energy, transportation, waste, water, ecological health, and local food and agriculture. Each category of the plan includes near-term (1-2 years) and mid-term (3-4 years) internal and external goals. As of the latest website update, 63% of plan goals are in progress or completed.

The plan's transportation strategy is further along, with 70% of plan goals in progress or completed. The overall transportation goal is to "Provide and maintain sustainable and safe transportation choices for all Louisville residents to enhance community connectivity while reducing environmental impact."

Internally, the objectives are to 1) Reduce the GHG emissions from the City fleet and 2) Ensure all Louisville employees have access to multimodal means of local and commute travel to reduce single-occupancy vehicle commute trips and explore creative ways to incentivize employees to reduce the carbon footprint of their travel.

Relevant internal goals to incorporate within through the Downtown planning effort include:

- Consider a micro-mobility solution for employees to utilize between facilities (i.e. bike share, e-bikes). Progress on this goal has not begun.
- Develop EV charging stations in strategic City locations for future PHEV and EV fleet integration. This goal is in progress.

External objectives are to 1) Increase modal choice and decrease the single occupancy vehicle share of local and regional trips, 2) Support public adoption of EVs and assist in the installation of public charging stations, and 3) Collaborate with regional agencies to develop solutions to provide sustainable transportation management services.

Relevant external goals to incorporate within the Downtown planning effort include:

- Facilitate participation in initiatives and programs that encourage residents to use bicycle and pedestrian transportation and public transit programs. This goal is in progress.
- Continue efforts and build-out

Summary

Project 4 recommends an enhanced connection between the Rec Center, neighborhood bikeways, trails, and Downtown. This focuses on enhancing proposed bikeways through separation and protection from vehicles and widening sidewalks to improve accessibility. This connection would provide comfortable and safe facilities for people of all ages and abilities.

Implementation

This project is considered separately within the plan because it forms a single cohesive project and could serve as a significant community amenity. This project can be phased into separate segments and incorporate a variety of treatment types to enhance the safety and ability of people walking and biking.

The Pine Street corridor shown on the map below has adequate right of way and pavement width to accommodate a protected bikeway and wider sidewalks. Once Pine Street approaches Downtown, the final location of connections should be evaluated in partnership with the neighborhood.

Key Considerations

- The project would provide high-quality multi-modal options and connections to popular destinations, including the Rec Center and Downtown.
- The improvements along the trail corridor will vary based on the context and right-of-way widths in each area.
- Recent center median/pedestrian refuges on Pine Street in Old Town need to be preserved or replaced with similar traffic calming and safety facilities depending on right of way width available and design preferences.
- There is an opportunity to include amenities and community placemaking elements, such as exercise equipment, public art, and pedestrian scale lighting.
- In the Downtown area, the enhancements should be balanced with impacts on local residents and on-street parking availability.
- Wayfinding components should be included for placemaking and usability purposes.
- Intersections along the enhanced connection route should be enhanced and prioritized for the safety of people walking and biking while crossing. Examples include shortened crossing distances, high-visibility crosswalks, and orientation of stop signs.

Figure 4.23 Downtown Connection Enhancements

Figure 2. Downtown Connection Enhancements

surrounding recommended actions within the Transportation Master Plan. This goal is in progress.

- Continue efforts to coordinate on a regional level to implement a bike share or other micro-mobility program. This goal is in progress.
- Coordinate and communicate public transit programs. This goal is in progress.
- Inventory and strategically improve Louisville bus stops to increase ridership, comfort and safety. Progress on this goal has not begun.
- Support and promote installation of EV charging stations at commercial/ industrial development and sites. This goal is in progress.
- Provide educational opportunities and programs on PHEV and EV adoption to residents and commercial entities. This goal is in progress.
- Enhance shared transit facilities outlined in the Transportation Master Plan. Progress on this goal has not begun.
- Coordinate vehicle share and transit operations. This goal is in progress.

Future 42 Study (2021)

Future 42 seeks to re-envision three miles of the SH 42 corridor in Louisville and Lafayette to create a comfortable, safe street for users of all modes, ages, and abilities. The proposed design aims to improve multimodal options, safety, and travel for drivers. It includes a four-lane cross-section from Hecla Drive south to Empire Road/Lock Street and a two-lane section north of Hecla Drive to Dagny Way/Northpark Drive. The street section includes a 6 foot sidewalk, 2 foot buffer, 7 foot raised cycletrack, and 6 foot buffer on each side of the roadway. Intersection improvements include protected intersections and other geometric and signal changes.

Figure 3. South Street Underpass Project

The plan recommends construction of a South Street underpass using Louisville Urban Renewal Area funding prior to construction of the roadway above (as illustrated in Figure 3).

APPENDIX B: BEST PRACTICES

A dynamic, engaging, and thriving downtown puts public life at the center of planning, strengthened by an overall focus on liveliness, health, attractiveness, sustainability, and safety. The planning process needs a holistic approach—a vision—for how all aspects of human, cultural, and social aspects should be taken into consideration.

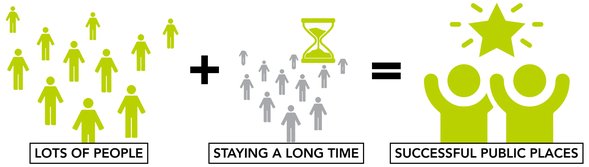
A good indicator of successful public life is people's use of the public realm for a variety of activities during the course of a day. Two factors that can be observed and recorded readily are:

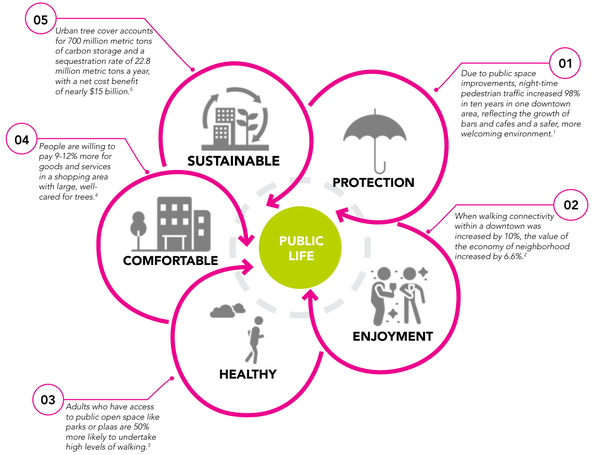
1. Number of People in a public space
+
2. The Amount of Time people spend in the public realm

Spaces where a large number of people linger for a long period of time tend to be more successful. Spaces with few people walking slowly or lingering for long periods of time are perceived to be less successful. This observation underlies the principles that are the basis for the work described in this vision plan.

Creating and managing downtown public spaces is essential for fostering vibrant and livable urban environments. Every downtown area is unique, and the best practices may need to be adapted to suit the specific needs and characteristics of each community. Effective management, ongoing community engagement, and a commitment to quality are key to the success of downtown public spaces.

There are many potential elements that could be considered as part of new public space design in Louisville. Common elements or elements previously discussed are listed below along with best practices and lessons learned from other communities to create a downtown neighborhood which is full of life and activity all times of year and all times of day.





1. Places for People 2015, 'City of Melbourne'
2. City of Melbourne 2014, Walking plan, City of Melbourne, Melbourne.
3. Giles-Corti B, Broomhall M, Knuiman M, Collins C, Douglas K, Ng K, Lange A, Donovan R 2005, 'Increasing walking: how important is distance to attractiveness and size of public open space?' American Journal of Preventive Medicine, vol. 28, no. 2, pp. 169–76.
4. GreenBlue.com. "Encouraging Incrase in Retail Sales with Urban Trees." 2018.
5. Medium.com "How do public spaces strengthen local economies? Here are 4 ways. Reimagining the Civic Commons.

PROTECTION

Safe Pedestrian Spaces and Crossings

- Utilize tactile and visual changes in materials to delineate amenity zones and street crossings.
- Provide mid-block crossings and pedestrian refuge at the mid-point of street crossings when possible and where there is pedestrian activity and destinations on either side of the street.
- Ensure safety for patios/plazas from cars through vertical elements such as railing and planters.
- Ensure curb cuts are wide enough and gradually sloped enough for wheelchairs, strollers, and side-by-side passing of multiple people. These must be designed to meet ADA standards.

ENJOYMENT

Flexible Plazas and Patios

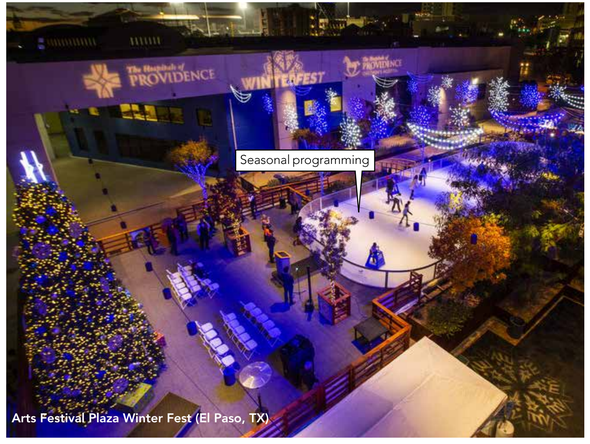
- Provide unprogrammed patio space in the public right-of-way for adjacent business use through a permit system. Have a contingency plan to program the space with other public uses if needed.
- Consider incorporation of plaza/ patio space that is not assigned to a specific business or property.
- Utilize bulbouts and curb extensions to create opportunities for plazas and patios.
- Identify small spaces that feel protected and intimate in addition to larger, open spaces.
- Consider the optimal number of patios and bumpouts in order to provide reprieve for pedestrians, rather than fitting in as many patios as possible.

Vibrant Programming

- Allow for creative and varying business use and design of patios and spaces in the right-of-way but provide a consistent design standard or edge/boundary element to contribute to a cohesive, high-quality streetscape character.
- Provide different types of public spaces with varied elements such as public art, children's play areas, cultural/historic/interpretative signage, and unprogrammed public seating areas.
- Consider and leverage seasonality and variety throughout the year and for special occasions/holidays.
- Encourage art, color, texture, overhead lighting, and variety as much as appropriate.

Unique Special Events

- Design priority blocks for optimal ease of event setup, vendor functions, and emergency access.
- Ensure blocks designed for temporary street closure are also safe and well-performing when open to cars.
- Use movable furniture and amenities as much as possible in blocks prioritized for hosting special events. Use furnishings which are heavy and durable enough to deter vandalism or theft but are still movable.



Arts Festival Plaza Winter Fest (El Paso, TX)

Mardi Gras parade (Arvada, CO)

HEALTHY AND SUSTAINABLE

Beautiful Landscaping

- Use fixtures and street furniture of consistent materials and/or appearance that contribute to an overarching character or identity of the street.
- Use seat walls and raised planters to define space.
- Utilize bulbouts and extended sidewalk areas large tree grates or raised planters to sustain trees and provide shade.
- Movable planters allow for flexibility if the streetscape may change for events or seasons.
- Provide vertical elements for visual interest such as hanging flowerpots and trees.
- Consider snow storage and clearance within the streetscape and/or on cross streets.

COMFORTABLE

Distinctive Alleyways

- Design alleyways to accommodate various activities, such as walking, cycling, seating, and small-scale events.
- Maintain access for delivery and trash and recycling services within the alleyway
- Prioritize safety with proper lighting, clear sightlines, and security measures to deter crime and vandalism.
- Incorporate public art, murals, or sculptures to add visual interest and create a sense of place. Use signage and wayfinding elements to help people navigate and understand the significance of the alley
- Introduce plants, trees, and landscaping to improve air quality, provide shade, and create a more pleasant environment.
- Organize regular events, such as art markets, pop-up shops, or cultural performances, to draw people to the alley. Plan for easy access to utilities, such as electrical outlets, for pop-up events, vendors, or temporary installations.

Pioneer Square Alleyway (MIG) (Seattle, Washington)

Efficient Deliveries and Loading/Unloading

- Analyze potential strategies to better facilitate business deliveries from grade-separated alleys and from private parking or access areas between buildings. Consider opportunities for the BID and the City to support business owners in implementing private property improvements to facilitate off-street deliveries.
- Encourage off-hours deliveries and utilize no-public-parking times to allow for late night and early morning delivery parking in on-street parking spaces and to minimize overlap between public parking and deliveries.
- Encourage consolidated deliveries per recipient in downtown through coordinated delivery technology.
- Encourage use of smaller delivery vehicles downtown as possible, such as cargo vans and box trucks.
- Provide curb cuts and ramps wide enough to allow access for hand trucks and pallet jacks.
- Utilize off-site or side-street lockers for smaller deliveries when possible.

- Plow snow into dedicated zones such as bulbouts. Ideally push all snow to the side of the street receiving the most sun. Locate snow piles in locations that drain to infiltration basins or vegetated depressions. Utilize “No Parking After 2” Snowfall” signage to keep parking zones clear for snow storage along snow routes.
- If possible, plow or haul snow off primary corridors like Front Street and Main Street to remove the need for snow storage along the corridor. Plow or haul snow into on-street parking along cross streets, side streets, surface parking lots or vacant lots. Ensure ADA accessible parking spaces are kept clear. Do not store snow in public parks or near waterways due to contaminants picked up from the street.

Effective Snow Removal and Storage

- Develop a snow removal/storage plan specific to downtown that prioritizes primary streets and includes guidelines for sidewalks, bike facilities, transit stops, ADA parking, customizations per streetscape design, required labor, budget/cost of various approaches, and off-site storage opportunities.
- Require adjacent businesses, or preferably a contractor funded by the BID, to clear snow from the sidewalk clear zone. Snow from sidewalks should be stored in the bistro zone or amenity zone and adjacent businesses should collect/stack bistro zone furniture in a protected area prior to a forecasted snow event.
- Ensure snow is shoveled from transit stops, pedestrian routes to transit stops, and bike facilities by City staff or contractors. Ensure ADA accessible parking spaces are kept clear. Ensure snow piles do not block site triangles so that pedestrians and crossing zones are visible to oncoming traffic.
- Plow snow into dedicated zones such as a center lane or parking lane. If the latter, ideally push all snow to the side of the street receiving the most sun. Locate snow piles in locations that drain to infiltration basins or vegetated depressions. Utilize “No Parking After 2” Snowfall” signage to keep parking zones clear for snow storage along snow routes.
- If possible, plow or haul snow off primary corridors to remove the need for snow storage along the corridor. Plow or haul snow into on-street parking along cross streets, side streets, surface parking lots or vacant lots. Ensure ADA accessible parking spaces are kept clear. Do not store snow in public parks or near waterways due to contaminants picked up from the street.
- If possible, use high-quality, durable, fade-resistant permeable pavers in high priority designated snow storage zones to expedite snow melting. Where pavers are used, ensure proper snow removal protocol to ensure long-term integrity of the material and utilize a specific maintenance protocol to protect pavers from salt disintegration.

CREATING CONNECTED AND MULTI-MODAL PLACES

Based off best practices from downtowns throughout the United States, Louisville should consider several takeaways in the formation of their downtown vision, summarized below:

Establish Buy-In from the Business Community: Case studies described in Appendix C proved successful in part due to support for the updates from local business communities. Downtown business owners felt a sense of ownership over the projects and understood the benefits of pedestrianizing parts of their downtowns. Rather than inhibiting implementation, business owners were key advocates for pedestrian-friendly changes to their downtown areas.

- Offer a Variety of Pedestrian Amenities: What makes these downtown areas appealing and accessible to people walking and rolling is the availability of supportive pedestrian amenities. All case studies included shade, seating, lighting, and trash receptacles. These amenities create rest spots and community gathering spaces that foster social connection. Amenities like restrooms, water fountains, and benches also allow travelers to stay in these spaces for longer periods of time.
- Utilize Traffic Calming Infrastructure: Installing traffic calming infrastructure slows vehicle speeds and makes downtown areas safer and more comfortable for people walking and rolling. Chicanes, curb extensions, chokers, and even angled parking are all strategies that can be deployed to narrow the road, reduce vehicle speeds, and expand space for pedestrians.
- Separate Pedestrians from the Roadway: In each case study, city staff used infrastructure and design elements to physically separate pedestrians from the roadway. Elements like trees, planters, bollards, and parking can be strategically placed to act as a physical barrier and protect people walking and rolling from roadway traffic.
- Create Direct Transit Access: Locating transit connections and stops within downtown areas is essential for connectivity. Each downtown case study is directly served by at least one fixed transit route or is in close proximity to a transit hub. To incentivize transit use, offer fare-free or discounted options.

Hemisfair Interior Streets (MIG) (San Antonio, TX)

CREATING LEGIBLE, USER-FRIENDLY PUBLIC SPACES

Signage is an important feature of any vibrant and active municipal district like downtown Louisville. It is critical in helping create a positive user experience, providing visitors with identification, information, direction, and orientation.

Signage may be one of the first impressions a visitor has of Louisville. It can often be the first thing that greets them as they enter the municipality and downtown district. It contributes to the character, impression, and functionality of the area.

A successful wayfinding program becomes a common thread, helping unify varied spaces making it easier for users to navigate and find their way. It also creates a sense of place by identifying the downtown district.

Simplicity and clarity are key in wayfinding. Signs that are too complicated are contradictory to this experience. The number and order of the messages play an important role. When messaging is well coordinated and displayed, each sign connects to the next in the series, much like breadcrumbs that lead the way for the visitor.

It is easy to assume what may seem obvious to us, the initiated and frequent user, may not be so obvious to the uninitiated. What needs to be considered is the user's understanding of where they are and what they need to do. It is easy to assume providing the user with more information than less is better. Unfortunately, this usually leads to providing them with an overload of information.

People are adept at scanning signs for information; they shed the information they don't need to find the information that they are looking for. But when there is too much information, this scanning can lead to users to missing what they are looking for even when it is right in front of them. Worse yet, they may disregard the sign entirely; it is just too complicated, chaotic, and confusing.

The user's needs must be anticipated, and the communication requirements interpreted. To do this a strategy should be developed. For any wayfinding system, especially those with complex situations, it is best to use a consistent strategy. It provides a guide to designing clear and understandable messages and provides visual structure to the program. Having visual clues with predictable and consistent locations for different information improves the user's comprehension and navigation of the space.

The program needs to be legible and flexible enough to accommodate a series of messages without looking or being confusing. Arrival, departure, and decision points, as well as the best paths of travel, should be reviewed. The user's visual ability, the sign design itself (i.e. size, colors, fonts), the sign location, and the environment (i.e. slow, fast, calm busy, crowded) also need to be considered.

The following best practices should be employed for downtown Louisville's Signage Program:

- Provide an easy-to-understand visual hierarchy to the information being provided.
- Use a macro-to-micro lens when creating the messaging strategy and order destinations from closest to furthest.
- Consider the number of messages per sign, or sign panel; ideally a maximum of five per sign.
- Type size, line length, letter spacing (tracking), line spacing (leading) and relationship of scale of type to arrows and symbols for legibility.
- Consider using symbols when possible – they are great shorthand and multi-lingual.
- Be consistent with messages and the messaging of other existing signs in the area.
- Resist the urge to over-direct and message – simplicity is key.

The following goals and objectives are sought for downtown Louisville's Signage and Wayfinding program:

- Provide effective wayfinding messaging and directions, allowing users to comfortably and easily navigate through and around downtown Louisville.
- Create an identifiable downtown "district" with the signage and wayfinding.
- Provide a visual and messaging hierarchy to the signs making them easier to read, understand, and use. The signage needs to be clear and legible.
- Emphasize the relationship and connectivity of destinations within downtown Louisville helping promote a strong sense of place.
- Use iconic or distinctive destinations in the wayfinding that become "anchors" within downtown Louisville (i.e. the Steinbaugh Pavillion, City Hall, Memory Square Park, South Street Underpass)
- Provide a consistent voice for downtown Louisville in the sign messages and aesthetic character of the signage and wayfinding.
- The signage and wayfinding should be an integrated part of the new streetscape vision.

ACTIVATING GREAT PUBLIC PLACES AND STREETSCAPES

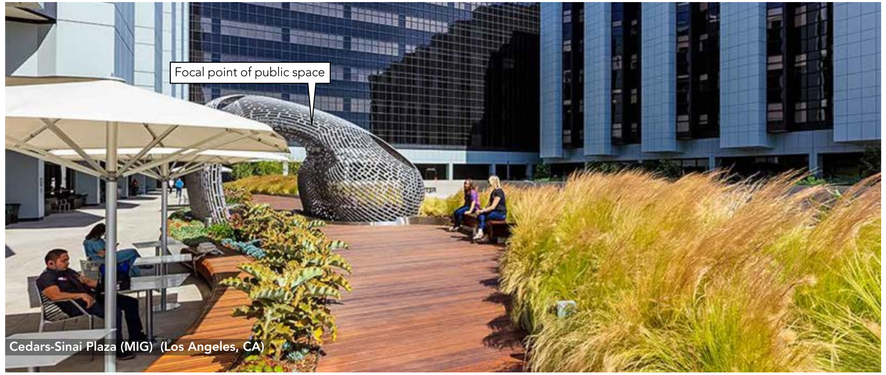
Desired activations and programming should also inform the design of the public realm. Design and activation work hand-in-hand to create great public places and streetscapes. Streetscape activation is the process of enhancing the built environment around streets and public spaces with art, street furniture, outdoor dining areas, and other activities and amenities to create more engaging and attractive areas for people to gather and interact.

Benefits of streetscape activation can include:

- Adds increased foot traffic, social interaction, and economic activity
- Contributes to sense of place and identity
- Encourages non-vehicular modes of travel
- Creates more opportunities for people to linger and engage with their surroundings
- Helps forge strong social ties between people and their downtown

Beautifully designed streetscapes can benefit local businesses annd generate great revenue for downtown and the City. However, an expertly-crafted public space is not enough. All great public spaces also have activation and programming to continually refresh activities and experiences for residents and visitors.

Louisville is regionally-known for its Street Faire, Farmer's Market and annual holiday events including Winter Skate and the Holiday Parade.



Cedars-Sinai Plaza (MIG) (Los Angeles, CA)

Still, new ways of creating and activating space can make Louisville a year-round attraction to amplify these events and public spaces at all times, creating a 24/7 downtown experience.

Public Art Installations

Traditional Fixed Art Installations

- May be similar to existing public art throughout downtown
- Publicly funded or donated art pieces

Interactive Fixed Art Installations

- Tie into photo opportunities, play elements, interactive lighting
- Technology integration, interactivity with mobile devices

Seasonal Installations

- Rotating art creates variety throughout the year and unique experiences for visitors
- Local/Regional featured artists
- Art competition or call for entries around a specific theme
- Community art/sculpture Day
- Pop-up installations

Photo Opportunities

High-Visibility

- Tie into art installations
- Fixed or temporary installations that speak to the character and culture of Louisville and region
- Located in high-traffic areas
- Integrate lighting and durability for 24/7, year-round use

Off-the-beaten Path

- Hidden feel, have to seek it out (tucked along a side street or in an alley, side of a building, in a plaza or park space)
- Scene/view-focused. For example, a historic building or sign in the background, mountains in the distance, etc.

"LOVE" sign (Philadelphia, PA)

Michigan Avenue tulips (Chicago, IL)

Creative Landscaping

Mini Botanical Gardens

- Regional/native plants with clear signage and tags
- Zonal plantings, for example riparian versus high alpine
- Educational/interpretive signage
- Can be woven in from one end of downtown to the other ("nature walk")

Rotating Plantings

- Movable planters for seasonal variation
- Incorporate flowers and seasonal colors/species
- Tie into botnaical groups for an event or showing, for example bonsai, orchids, wildflowers, etc.

Utilize Tree Canopy

- Use for shade but also for hanging lights, and/or art
- Variety of tree species provides visual interest

Interactive / Themed Furnishings

Unique Fixed Furnishings

- Seating, bike parking, trash receptacles, etc.
- Custom/signature elements, local artists
- Themed around local culture and/or history

Swing Seating

- Tie into streetscape furnishings palette
- Pops of color
- Standard products or custom fabrication

Flexible Furnishings

- Easy ability to move/rearrange, store, secure, and replace
- Playful elements
- Pops of color
- Musical installations
- Interacts with people or the environment

Pop-Up Events

Recreation-focused

- Exercise classes
- Sports/games

Education-focused

- Summer classes
- Night-time events for example astronomy or wildlife viewing
- Community building/crafting

Community-focused

- night-time events: movies or performing arts
- Charity events/sales/fundraisers
- Concerts/live music or silent discos
- Seasonal/holiday-related

Themed Walks / Scavenger Hunts

Art/History Walk or Scavenger Hunt

- Can be fixed or seasonal
- Experienced through signage, ground plan integrations, art pieces, mobile app, and QR codes
- Collaboration with local organizations to create and maintain
- Recount regional/local history through specific elements: architecture, train corridor, sidewalk markers, mining history
- Gamification - scavenger hunt, competition, score points by finding specific elements

Nighttime Lighting

Fixed (poles, bollards, etc.)

- Including both vehicular and/or pedestrian-scale lighting
- Can be unique to seasons
- Can have unique look and feel to them

Integrated

- Integrated into the groundplane, buildings and/or landscaping

Interactive

- Integrated with art, photo opportunities, furnishings, play elements
- Pop-up/temporary or permanent installations
- Sensory - responds to sound, movement, touch, etc.

Engaging Outdoor Retailer Displays

- Bistro zones provide designated space for shops to extend out into the public ROW
- Can occur anytime but also during designated times or events (i.e., sidewalk sale). Enforcement of sidewalk clutter to ensure accessibility and passage year-round.
- Building facade renovations that open the building itself up to the street -- garage, roll-up doors
- Display both tangible merchandise as well as creative elements related to store's brand/products
- Live displays such as maker spaces or classes, fitness, etc.

Mini Play Spaces

Children's Play Areas

- Tie into local themes -- trains, mining history
- Concentrated in one area or woven through site to create a series of play spaces

Activities/Games

- Fixed or movable
- Offer range of activities that are accessible and usable for all
- Yard games, tabletop games, etc.
- Geared towards all ages

Small, interactive water elements

- Cultural/regional theming - mining, railroad
- Easily adaptable during freeze periods - fixed feature that is visually pleasing water or not water

Introduction

By learning from and building upon the successes of other communities around the country, the City of Louisville can create a vibrant, connected, and pedestrian and bicycle-friendly downtown. Downtown areas are increasingly being identified and revitalized as optimal locations for expanded pedestrian and bicycle infrastructure and key transit connections. This memorandum highlights best practices in downtown revitalization from the following locations in peer cities:

- Olde Town, Arvada, Colorado
- Main Street, Grand Junction, Colorado
- Festival Street, Hermiston, Oregon

The project team selected these locations due to their similarities to Louisville as well as the model strategies they provide for downtown mobility and connectivity.

Key Takeaways

Based off best practices from downtowns throughout the United States, Louisville should consider several takeaways in the formation of their downtown vision, summarized below:

- Establish Buy-In from the Business Community: These case studies proved successful in part due to support for the updates from local business communities. Downtown business owners felt a sense of ownership over the projects and understood the benefits of pedestrianizing parts of their downtowns. Rather than inhibiting implementation, business owners were key advocates for pedestrian-friendly changes to their downtown areas.
- Offer a Variety of Pedestrian Amenities: What makes these downtown areas appealing and accessible to people walking and rolling is the availability of supportive pedestrian amenities. All case studies included shade, seating, lighting, and trash receptacles. These amenities create rest spots and community gathering spaces that foster social connection. Amenities like restrooms, water fountains, and benches also allow travelers to stay in these spaces for longer periods of time.
- Utilize Traffic Calming Infrastructure: Installing traffic calming infrastructure slows vehicle speeds and makes downtown areas safer and more comfortable for people walking and rolling. Chicanes, curb extensions, chokers, and even angled parking are all strategies that can be deployed to narrow the road, reduce vehicle speeds, and expand space for pedestrians.
- Separate Pedestrians from the Roadway: In each case study, city staff used infrastructure and design elements to physically separate pedestrians from the roadway. Elements like trees, planters, bollards, and parking can be strategically placed to act as a physical barrier and protect people walking and rolling from roadway traffic.
- Create Direct Transit Access: Locating transit connections and stops within downtown areas is essential for connectivity. Each downtown case study is directly served by at least one fixed transit route or is in close proximity to a transit hub. To incentivize transit use, offer fare-free or discounted options.

Case Studies

Olde Town Arvada (Arvada, CO)

Together with the Olde Town Business Improvement District (BID), the City of Arvada temporarily closed a three-block stretch of streets in Olde Town to expand outdoor space available to the community and support local business operations during the COVID 19 pandemic. The city transformed these blocks into pedestrian malls and other pedestrian-centric spaces. This temporary closure was well received by the community, with over 80% of community survey respondents indicating their support for extending Olde Town street closures for the foreseeable future.[1] As a result, Arvada City Council approved a five-year plan to shift the street closures from temporary to semi-permanent. Olde Town employs several infrastructure and design elements to enhance their downtown mobility.

Pedestrian and Bicycle Facilities

The pedestrianized streets include several different elements and facilities to differentiate them from other roads. Non-permanent and semi-permanent road closure signage, colorful flex posts, and concrete barriers indicate the boundaries of these pedestrian-only areas. These sectioned-off pedestrian-only areas, otherwise known as pedestrian malls, are filled with space for outdoor dining and community gathering. A partnership with the BID and Arvada Arts and Culture Commission commissioned a series of murals to be painted on stretches of the pedestrian malls. Olde Town also hosts one of Arvada's seven ADA-compliant bicycle repair stations, where cyclists can make minor adjustments and repairs to their bikes.

Parking

Arvada uses several strategies to manage parking in the Olde Town area. Arvada encourages parking turnover to increase the number of patrons who can access Olde Town businesses primarily through time-limited parking. There is both on-street and Transit Hub parking available for visitors, residents, and employees. Both parking options are free. However, to disincentivize long-term on-street parking, there are 2 and 4-hour parking zones in effect from 8:00am to 7:00pm. At the Olde Town Transit Hub on the streets of Olde Town that are not pedestrian-exclusive, planters act as barriers between outdoor dining spaces and roadways. Additionally, curbside parklets have been installed along several of the streets. To narrow streets and improve comfortability and safety for people walking and rolling, Arvada built several large medians in the Olde Town area. These large medians are either raised or are bordered by a raised curb, some of which have bollards to signify the pedestrian-only area and deter drivers from accidentally turning into the space. The medians were also designed to allow for emergency access, with a mountable curb for emergency vehicles.

To measure the performance of these changes to Olde Town, the city has conducted quarterly parking utilization analyses of both on-street and Olde Town Transit Hub parking facilities. Parking utilization has continued to decrease over time. As an additional measurement, both Olde Town visitors and sales are tracked, with sales increasing over time.[2]

1. https://www.oldetownarvada.org/streetclosures
2. https://www.oldetownarvada.org/_files/ugd/3ba2e9_15e6f79ae39441148708128eb23f61cb.pdf

lot, there are a total of 600 spaces available and three different types of parking zones. One zone is dedicated to visitors from Olde Town and has a time limit of 4 hours. The second zone is for travelers who are parking at the Hub to ride the bus or train, and has a time limit of 12 hours, with an option to add time as needed. The third zone serves travelers that are parking at the Hub to take the train to Denver International Airport and has a time limit of up to 30 days.

The city also offers two types of free parking permits: Olde Town and employee parking permits and residential parking permits. A total of 300 parking permits are available and are distributed on a first-come-first-serve basis. Users must renew these parking permits every three months and they are only valid for the Olde Town Transit Hub parking lot. The residential parking permits are available for people who live on certain streets within or surrounding the Olde Town area.

Arvada provides information about its parking policies and options through the Olde Town Parking website, which includes a map of parking locations and a Parking Finder page. The Parking Finder website displays an interactive map that shows the types of parking spots available in Olde Town (ADA, free parking, paid parking, loading zones, motorcycle only, and private lots) as well as real-time parking availability in the Transit Hub. Figure 1 and Figure 2 show the parking information available on the Arvada website.

Transit

RTD's G Line commuter rail serves Olde Town Arvada directly, with a station directly adjacent to Grandview Avenue, one of the pedestrianized streets. The G Line connects travelers to Denver, Arvada, and Wheat Ridge and includes a stop at 58th Ave and Wadsworth Boulevard, in Olde Town. Service runs at 15–30-minute frequencies and costs $3.00 with the Local 3-Hour Pass.

Connectivity

The Olde Town Hub, Arvada's most popular G-Line station, connects Olde Town to the surrounding communities. The station hosts public art, retail, and other mixed uses to attract visitors and is approximately 17 minutes away from Denver's Union Station.

Similar to Louisville's downtown, Olde Town Arvada has a more traditional, gridded street pattern which becomes more curvilinear with fewer direct connections as one walks further from the central business district. It also is bounded by pedestrian barriers like rail lines and wide arterial streets with relatively infrequent crossings. The city has begun to address these connectivity challenges by improving the east-west trail network along Ralston Creek north of downtown and expanding their bike network and widening sidewalks near the downtown area.

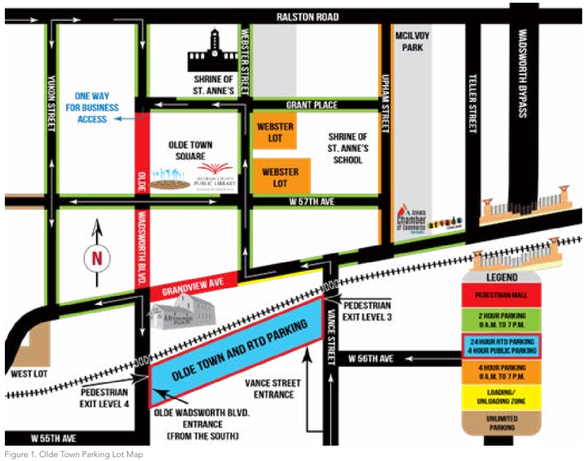


Figure 1. Olde Town Parking Lot Map

Figure 2. Arvada Parking Finder Website

Main Street Grand Junction (Grand Junction, CO)

In the 1960's Grand Junction constructed Main Street's meandering design and lined the street with trees, creating a lively and pedestrian-friendly environment and shopping district. The pedestrian-centric nature of Main Street reflects the goals of Grand Junction's Downtown Initiative that prioritizes connectivity, placemaking, and infill development.

Pedestrian and Bicycle Infrastructure

Grand Junction uses a combination of art, design, and pedestrian infrastructure elements to create a pedestrian-friendly environment on Main Street. All along Main Street are wide sidewalks that have pedestrian amenities like shade, trees/foliage, benches, tables, chairs, pedestrian lighting, and trash receptacles. These wide sidewalks and rest areas create gathering spaces for community members to stop and connect with each other.

Frequent, clearly marked pedestrian crossings feature curb ramps and pedestrian crossing signage. All curb ramps have tactile elements to indicate the transition from the sidewalk to the street. Trees and planters on the outer edges of the sidewalks also buffer people walking and rolling from the roadway. While there are no dedicated bike facilities along Main Street, there are several bike racks. In addition, numerous art instillations and sculptures along the street create visual interest for people walking or rolling down Main Street. Grand Junction has an exhibit called Art on the Corner, where an annually rotating exhibit of sculptures is displayed all along Main Street.

In the middle of each block, a combination of angled parking, choke points, and chicanes narrow the road, calm traffic, and create a more comfortable pedestrian environment. At intersections, curb extensions reduce crossing distance and improve visibility of people walking and rolling. There is one central roundabout with a slightly raised planter median with horizontal deflection[3] and a clearly marked pedestrian crossing at each leg of the roundabout. In combination, all of these roadway design elements create a space that is both desirable to and comfortable for pedestrians.

Parking

The city manages Main Street parking with time-limited, paid parking. On Main Street there are two primary locations with $0.75 per hour, 4 hour metered parking. All public parking is free after 4:00pm and on weekends and holidays. Accessible parking is free in all public lots and 15-minute loading zones are available on every block of Main Street. Along Main Street, strategically placed, on-street angled parking is used to narrow the road and create a chicane, which encourages drivers to slow and creates a more pedestrian-friendly environment.

Transit

Transit service along Main Street has improved downtown mobility and connectivity in Grand Junction. Main Street is served by Grand Valley Transit (GVT) Route 1, which connects the Downtown Transfer Facility to the Grand Junction Regional airport, with several intermediate stops along Main Street. Travelers can transfer to six other GVT routes at the Downtown Transfer Facility. Route 1 runs from 5:15am to 8:05pm on weekdays and from 8:15am to 6:05pm on Saturdays with 1-hour frequencies. Each of the bus stops on Main Street are immediately adjacent to a marked pedestrian crossing with a curb ramp.

Connectivity

Main Street serves as a blueprint for success in Grand Junction's downtown plan, a larger initiative to improve connectivity to key downtown destinations[4]. Downtown connectivity efforts include converting selected one-way streets into two-way streets, prioritizing pedestrian and bike improvements, connecting the transit hub to other locations downtown, and improving wayfinding and navigation for travelers in the downtown area. Grand Junction is also exploring pedestrian bridges for areas separated by railroad tracks. Lastly, the city has identified key corridors for infill development to improve business diversity and access downtown.

Festival Street (Hermiston, OR)

Festival Street in Hermiston, Oregon is a dual purpose, part-time pedestrian mall and part-time functional street. The city chose Festival Street as a location to create a pedestrianized space for a variety of reasons. Festival Street is near the main street as well as existing municipal facilities, making it a prime location and opportunity for increasing downtown activity. Additionally, because of its location, Festival Street can be closed for either construction or events, without significantly impacting the streets and traffic surrounding the site. According to Hermiston City Planner, Clinton Spencer, Festival Street is open to cars for about 90% of the year, and during the remaining 10% of the year, it is open exclusively to pedestrians as an outdoor event and gathering space.[5]

Pedestrian and Bicycle Facilities

Festival Street has a wide variety of pedestrian facilities and amenities, some of which are removable when it functions as a regular street. The city raised the original street by six inches to eliminate the curb and to be level with the existing sidewalk. This curbless street section a smooth surface for people walking and using mobility aids to more easily navigate the space. Along with colored concrete tiles, it also signals to drivers that it is a shared space where pedestrians may be present. Street trees and ornamental lighting line Festival Street, which also includes amenities like benches, shade, trash receptacles, an interactive fountain, bike racks, and a portable restroom pad.

When Festival Street functions as street for vehicle traffic, it maintains a sidewalk area and parking. Bollards at the ends of the street are lowered or removed to indicate that it is open to vehicles. The existing permanent bollards, angled parking, and street trees serve as buffers between pedestrians and the roadway. The intersections at the ends of Festival Street are stop-controlled and curb extensions maximize pedestrian space and minimize crossing distance. There are also tactile curb ramps where the road transitions from Festival Street to the surrounding streets.

Festival Street hosts a variety of events throughout the year, including seasonally-themed festivals that occur approximately once a month throughout the year. To accommodate these events, water connections and 220v power

3. Horizontal deflection refers to a change in direction, particularly a curve in the road. This eliminates the straight-line path and drivers must slow down to navigate the curve.
4. https://downtowngj.org/assets/Vibrant-Together_Final-Plan_Mid-Res-Digital-Format.pdf
5. https://greenworkspc.com/blog/hermiston-festival-street

connections were installed for vendors, PA systems, and large light displays. The planning and design team for Festival Street took into consideration Hermiston's dry and sunny climate, incorporating several shade elements and acknowledging the potential value of an outdoor gathering space. Figure 3 shows the Phase 3 concept design for Festival Street.

Figure 3. Festival Street Planning Document[6]

Parking

When Festival Street is open exclusively to people walking, rolling, and biking, there is no onsite parking. However, when it is open to vehicles, there are a little over 20 on-street parking spaces available. There is also an existing parking lot adjacent to the space. Surrounding Festival Street, there are additional off-street parking facilities available, free for 2 hours.

Transit

Transit options serving Festival Street are fairly limited. It is currently served by the Hermiston Hart route that stops at City Hall, adjacent to Festival Street. Kayak Public Transit operates the fare-free fixed route Monday through Friday from 7:00am to 7:00pm with approximately 2–3-hour frequencies. However, the city also offers a taxi service for seniors and people with disabilities who live within city limits. Taxi tickets cost $2.50 each and can be purchased at City Hall. The city subsidizes the ticket price via the General Fund and from Oregon's Special Transportation fund[7]. Hermiston also has a Taxi Workforce On-demand Ride Cooperative (WORC) program, subsidized by the State of Oregon payroll tax, in which workers who are employed in western Umatilla County can purchase taxi vouchers to commute to and from work. Employees can purchase 10-ticket punch cards ranging from $25-$90, depending on their origin/destination locations.

Connectivity

While connectivity is not an explicit goal of Hermiston, Festival Street is part of the Urban Renewal District. Projects in the Urban Renewal District include parking improvements, decorative wayfinding signage, street lighting, and pathways. All improvements are designed to stimulate growth in underdeveloped areas and are located in close proximity along their main street.

Downtown Hermiston has a more traditional grided pattern, and like Louisville, is bordered on one edge by railroad tracks that act as a barrier for people walking and biking. Block sizes increase and there are fewer direct north-south, east-west connections further away from downtown, which may discourage walkability. The city has begun to address these connectivity challenges by filling in missing sidewalks, improving pedestrian infrastructure at intersections, and updating existing ramps to meet ADA standards.

Conclusion

As mobility and connectivity become increasingly important for downtowns, cities like Louisville can look to peer communities for inspiration and guidance. This memorandum provides important examples of pedestrian-centric and mobility-focused downtown areas that can be used to inform the Louisville Downtown Vision Plan. Key takeaways from this review of best practices in peer communities include the following:

- Obtain buy-in from businesses and the broader community for changes to the downtown area
- Use physical and spatial elements to separate and differentiate pedestrian areas from roadways
- Narrow roads and slow vehicle speeds to create a safer and more comfortable pedestrian experience
- Keep accessibility in mind and offer a variety of pedestrian amenities such as benches, shade, water fountains, and restrooms

6. https://www.hermiston.or.us/sites/default/files/fileattachments/community_development/page/3161/phase_1.pdf
7. https://www.hermiston.or.us/transit/page/senior-disabled-taxi-program

APPENDIX C: CASE STUDIES

Olde Town, Arvada, CO

Metrics
Population 123,436
Typical Block Length 350'
ROW Allocation 75' total
26'-40' curb to curb
9' parallel parking (both sides)
12'-20' pedestrian realm (bulbouts)
Vehicle Lanes Two lanes, two-way
On-Street Parking Parallel
Streetscape Elements Bulbouts, transit stops, varied paving materials/colors, historic architeecture, artist integration, raised planters, movable planters, large street trees, frequent plazas and patios

Arvada's Old Town is a historic downtown nestled just east of the Front Range featuring many historically-significant buildings, a one-block pedestrian mall, and mixture of public amenities and traffic calming measures to create a pedestrian-oriented district with many sights and amenity opportunities.

Plazas and Patios Olde Town Square is the primary public space in the district. It includes a splash pad, seat walls, cafe tables and chairs, and mature trees. Many other blocks in the area have seating areas at bulbouts and patios for restaurants and shops. McIlvoy Park is on the eastern edge and offers a block-long open space for events and casual relaxation. In recent years, Arvada has introduced a zzzh program to extend restaurant seating capacity.

Pedestrian Spaces and Crossings The downtown area is pedestrian-friendly with wide sidewalks, crosswalks, bulbouts, and pedestrian plazas frequently at corners, making it easy to explore Olde Town on foot. Walkways are typically between 12'-15' wide but vary. In addition to crossings at each intersection, each block has a mid-block crossing. Most intersections have bulbouts with at-grade or raised planters, colored paving, and striping.

Landscape Elements The pedestrian realm including planters, frequent bike parking, and a variety of types of seating including benches and seat walls. Many restaurants and cafes offer outdoor seating options, allowing patrons to enjoy their meals or drinks while soaking in the atmosphere and views of the historic surroundings.

Public Art The district often features public art installations and sculptures or murals in the roadways that add to the cultural and artistic ambiance of the area.

Special Events Olde Town Arvada hosts a range of community events throughout the year, including farmers' markets, art festivals, live music performances, and holiday celebrations, creating a sense of community and vibrancy.

Bike Facilities Dedicated bike lanes run along Main Street outside of the downtown core, but as the road narrows to two vehicle travel lanes, the bike facility becomes a shared lane.

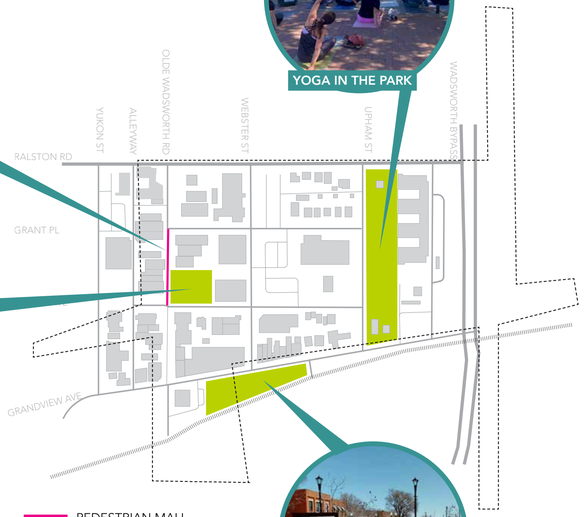
Railroad Proximity Arvada's Olde Town district is bordered to the south by a rail line, offering transit access including bus and rail, as well as historic cultural ties for the district, helping to brand and tie culturally to the area's history.

Olde Town Arvada is the heart and soul of Arvada. The downtown is where historic architecture intermingle with new shops, restaurants, and businesses. It features a diverse array of shops, boutiques, galleries, events, restaurants, breweries and a winery. Olde Town has all of the amenities of a thriving urban hub set within a turn-of-the-century Main Street Americana ambiance.

PEDESTRIAN MALL

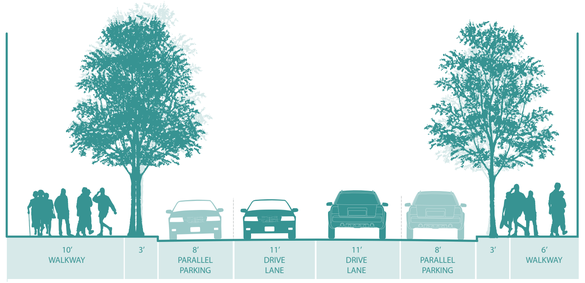
HALLOWEEN FESTIVAL IN THE SQUARE

YOGA IN THE PARK

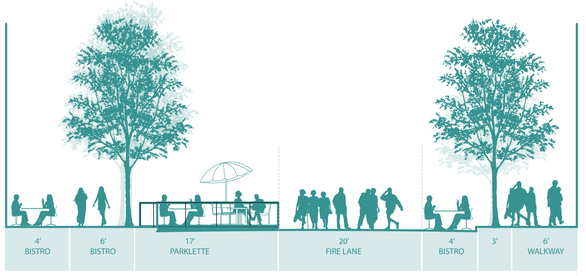


OLDE TOWN STATION PLAZA

Arvada, CO Olde Town Downtown District Streetscape and Public Spaces Plan



Prototypical Streetscape Section



Pedestrian Mall Section

Grand Junction, CO

Metrics
Population 66,964
Typical Block Length 450'
ROW Allocation 90'-100' total
- 20'-60' curb to curb
- 32' parking (10'-22' either side)
- 38'-80' pedestrian realm (8'-55' either side)

Vehicle Lanes Two lanes, two-way
On-Street Parking Angled and parallel
Streetscape Elements Bulbouts, mid-block crossings, transit stops, varied paving materials/colors, raised planters, large street trees, frequent plazas and patios

Grand Junction's Main Street is an example of a chicane, or an asymmetrical streetscape design where the vehicle travel lanes shift mid-block from one side of the street to the other, as opposed to running straight down the middle. This configuration results in a dynamic streetscape block to block that prioritizes larger pedestrian spaces, slow traffic speeds, and increased walkability.

Plazas and Patios The shifting roadway creates larger pedestrian amenity areas on alternating sides of the street, up to around 50' deep. These large amenity zones are designed as small plazas and parklets that feature flexible seating, public art or historic monuments, event space, small play areas for children, and more.

Pedestrian Spaces and Crossings The ROW configuration allows for more dedicated patio space while maintaining ample clear space on the sidewalk for people walking. Sidewalks range in size but are typically about 12' wide.

In addition to crossings at each intersection, each block has a mid-block crossing. All intersections have bulbouts with at-grade or raised planters, colored paving, and striping.

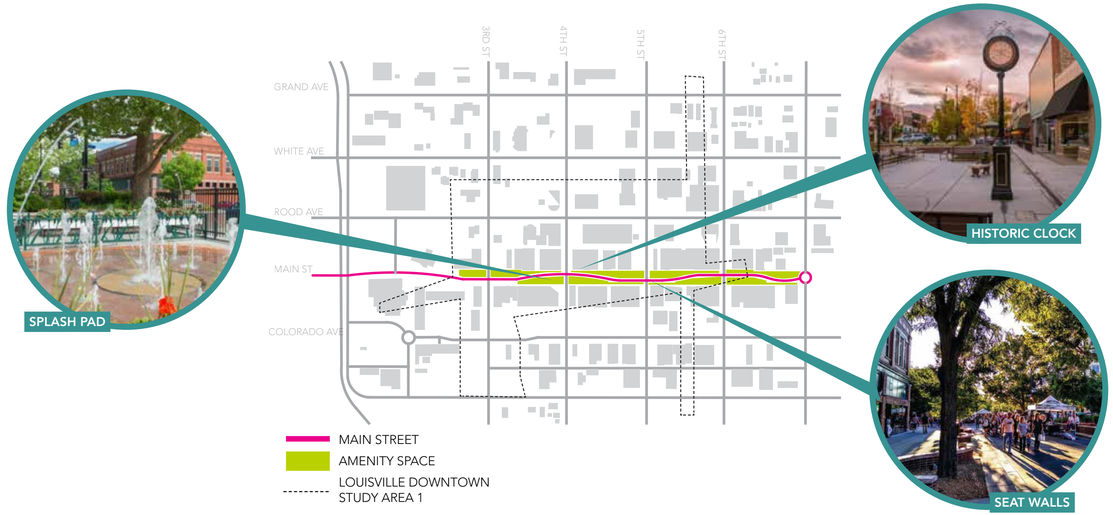
Landscape Elements The deep amenity zones allow for larger than typical planters that support tall, wide street trees. Small to medium trees are also regularly spaced along the roadway creating good shade coverage along the corridor. A winding brick seat wall curves through the trees creating fixed seating opportunities. Most planting and landscape furnishings are located along the bulbout amenity zones. The use of brick and consistent style landscape furnishings contribute to a cohesive character along the corridor.

Programming The amenity zones along the corridor have a range of both fixed and flexible programming. Most fixed areas are for uses such as seating, public art, signage, and children's play areas. Flexible areas are left open and are primarily used for outdoor dining.

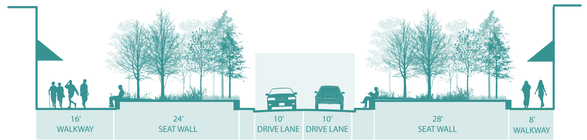
Special Events Aside from the day-to-day programming of spaces along the corridor, Grand Junction's Main Street frequently closes to cars for events. Most notable is the weekly Farmers' Market. Tents and vendors fill in the parking and amenity zones, giving pedestrians most of the roadway and sidewalk to walk through.

Bike Facilities Dedicated bike lanes run along Main Street outside of the downtown core, but as the road narrows to two vehicle travel lanes, the bike facility becomes a shared lane.

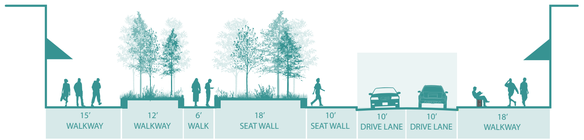
Grand Junction's downtown Main Street presents a unique and high-quality streetscape. Its asymmetrical configuration results in reduced vehicular focus and slower vehicle speeds and instead places a clear emphasis on walkability, public space, safety, aesthetics, character and memorable identity. Lastly, it allows for flexibility when transforming into a semi-closed or fully-closed street temporarily for special events.



Grand Junction, CO Downtown District Streetscape and Public Spaces Plan



Prototypical Mid-Block Streetscape Section



Prototypical End of Block Streetscape Section

Hermiston, OR

Metrics

Population 19,455
Typical Block Length 450'
ROW Allocation 70' total
45' curb to curb
9' parallel parking (both sides)
13' pedestrian realm
Vehicle Lanes Two lanes, two-way
On-Street Parking Parallel
Streetscape Elements Bulbouts, mid-block crossings, transit stops, varied paving materials/colors, raised planters, large street trees, frequent plazas and patios

Like Lousiville, Hermiston, Oregon is a small community with immediate access to a rail line west of its downtown. In 2016, Hermiston began the public design process for a Festival Street conversion on one of its downtown streetscapes. Construction started in 2017 and was completed in 2019. Since its completion it has garnered national recognition and awards for its innovative design and planning including recently being awarded by the Oregon Economic Development Association its Urban Renewal Project of the year.

The festival street functions as a city park and is reservable like any of our other outdoor event spaces. Downtown merchants have reserved it several times and used the space for outdoor concerts, wine tasting, and other events.

"These projects have changed the face of downtown Hermiston for the better," the East Oregonian quoted Hermiston Mayor Dave Drotzmann saying, "combining public planning and private investment to create a more attractive and cohesive core."[1]

To stimulate economic activity downtown and enhance the public spaces in the Hermiston Urban Renewal District, the City of Hermiston identified development of a downtown festival street as a crucial factor in encouraging a more vibrant downtown. The festival street, planned for the existing right-of-way along NE 2nd Street will allow flexibility for programmed events throughout the year and will open to traffic when not in use. Additionally, the need to create a gateway into the downtown has also been identified as an opportunity to create a safer intersection. These improvements will serve economic development goals and provide a sense of arrival and place in downtown Hermiston.

Street Trees Shade is essential for a successful outdoor space. The design team wanted to use street trees that would mature quickly and provide that shade as soon as the street began to hit its stride in programming.

No Curbs Since the street is intended to be designed from a user perspective as a cohesive space, the design team created a street with no curbs or tripping hazards. This allows vendor tents to be setup and not need to worry about people falling when leaving the traditional pedestrian space and entering the main part of the street. The end result is that what used to be the street was raised about six inches in elevation to match the previous sidewalk elevation.

Infrastructure Improvements The space handles a vaierty of events. Electrical outlets are spaced along the entire length of the street so vendors can get power without running generators or running long extension cords. There are also 220v power connections at multiple locations to handle PA systems and large light displays. New water connections were created for food vendors and other times when water is needed.

Special Events The City programs events during the spring, summer, and fall. The City's goal is to have at least one event per month for the seven months the weather is most cooperative. Hermiston hosts a watermelon festival, an art festival, a harvest festival, and others. They also have a Festival of Lights that runs from Thanksgiving through New Year's. One of the elements in the street is a tree well used to house the city's Christmas tree each year.

Hermiston Oregon's festival street is an excellent example of a small community reaping the benefits of an innovative planning and design technique. Business response has been extremely positive with local businesses wanting to be located on the street. The design is not overly complex: simple changes to remove the curb and create a human-scaled street has led to new programming and event opportunities for the community.

1. GreenWorks PC. "Festival Street Attracts Business and Awards to Downtown Hermiston." GREENWORKS BLOG.

Prototypical Festival Streetscape Section

APPENDIX D: PARKING, TRAFFIC, AND MOBILITY REPORT

Introduction

This report summarizes the existing infrastructure and programs for people walking, biking, driving, and taking transit in downtown Louisville. It maps the existing active transportation network, transit options, and parking available downtown.

The goal of the City of Louisville's overall transportation strategy is to provide and maintain sustainable and safe transportation choices for all Louisville residents to enhance community connectivity while reducing environmental impact. This goal emerged from the City's Sustainability Action Plan.

Connectivity

The downtown area is situated in the northeast quadrant of the City of Louisville and directly abuts the BNSF railway. The north-south railroad tracks and just east, Courtesy Road (SH 42), serve as key transportation corridors for freight and vehicle movement through the City, but pose physical barriers for people walking, rolling, and biking east-west. Options for people to traverse these barriers are relatively limited: a railway underpass at South Street (Figure 1), an at-grade crossing at Pine Street, and an at-grade crossing at Griffith Street. The City of Louisville is currently in the design stage of a project to improve bicycle and pedestrian connectivity along and across SH 42.

The Louisville downtown as well as older neighborhoods to the north and west of the central business district have a gridded street pattern, which enhances direct connectivity for people traveling via all modes. Further outside of these immediate neighborhoods, the street pattern becomes more curvilinear,

Figure 1. South Street Underpass (Source: Google Maps)

which may initiate more out-of-direction travel for residents wishing to walk, roll, or bike downtown.

For those traveling from South Boulder Road, a major east-west arterial north of downtown, there are also fewer direct connections due to the curvilinear street network and larger blocks. Streets that directly connect from South Boulder Road to downtown are Garfield Avenue, Jefferson Avenue, Main Street, and Courtesy Road. Jefferson Avenue does not offer a signalized pedestrian crossing for those walking from the north side of South Boulder Road. These three crossing options are relatively far apart for someone on foot or bike travelling from the north side of South Boulder Road to downtown.

Walking and Biking

This section explores infrastructure and programs for people walking, rolling, and biking in the City of Louisville. Programs encouraging active transportation include:

- The City promotes webinars hosted by Bicycle Colorado and the local transportation management association, Commuting Solutions, on bike mechanics and maintenance, e-bikes, bike commuting, bicycle-friendly driving, as well as annual Walk and Bike to Work Days.
- The Boulder Valley School District (BVSD) Safe Routes to School program has a plentitude of information on options to get to school by walking, biking, carpooling, and bus; including programs like Walk and Roll to School Day, BVSD Bike Week, courses to learn how to safely ride a bike, bike rodeos, and amenities for school staff.
- The City also shares information on bicycle safety, bicycling laws, and the DRCOG Vision Zero Pledge.

Sidewalks & Trails

Louisville has a mostly complete sidewalk network in key areas of downtown, as seen in Figure 2 and Figure 3. However, sidewalk width and quality remains variable, with some areas of Main Street featuring wide, level, sidewalks and much narrower 4 foot sidewalks in some sections further north approaching South Boulder Road.

While Louisville has approximately 32 miles of trails citywide, there are few paths and trails in the immediate downtown area, as shown in Figure 2 and Figure 3. However, the wider trail network improves connectivity and access for people walking, rolling, and biking from surrounding neighborhoods, especially from the north and west sides of the city.

Bikeways & Bike Parking

Louisville does not currently have any striped on-street bike lanes in the downtown area. However, as shown in Figure 3, Front Street, Pine Street, South Boulder Road, and Courtesy Road are existing bike routes signed for cyclists, with further expansions proposed for Front Street and Spruce Street in the 2019 Transportation Master Plan. Recent roadway improvements to Pine Street in 2020 included the addition of

buffered bike lanes west of Johnson Avenue outside of the immediate downtown area,

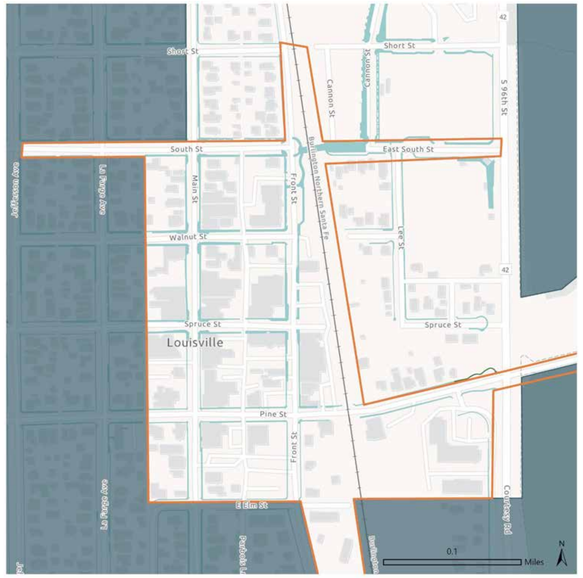


Figure 2. Sidewalks & Trails, Primary Downtown Focus Area

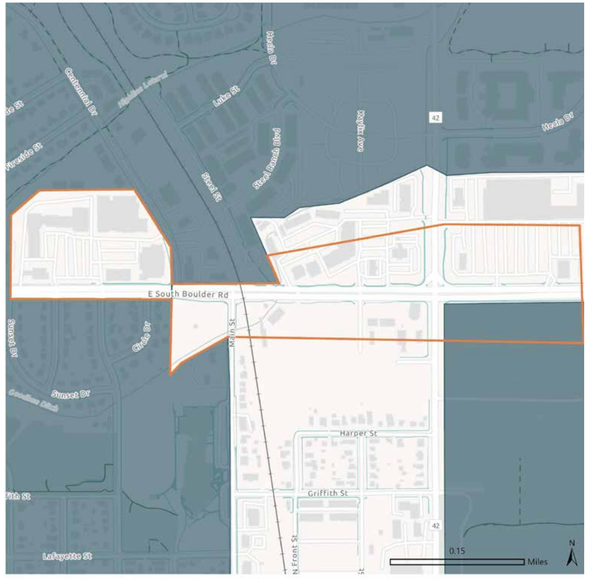


Figure 3. Sidewalks & Trails, Secondary Downtown Focus Area

which enhances downtown connectivity for people biking from west Louisville.

As shown in Figure 5, which was created during the closure of Main Street during the Covid-19 pandemic, Louisville's downtown offers some bike parking on each block of Main Street. Louisville has had a successful Downtown Patio Program since 2008 and closed Main Street to vehicular traffic from April to October of 2021.

This bike parking consists of several simple, open-air, inverted U-racks on each block downtown (example shown in Figure 5). While inverted U-racks are APBP-compliant, the downtown area does not have bike corrals or more secure parking options such as bike lockers or sheltered enclosures.

Traffic Calming, Crossings, and ADA Accessibility

In the past few years, the City of Louisville has invested in traffic safety improvements and traffic calming infrastructure to reduce excess driving speeds while creating more comfortable spaces to walk, roll, and bike. These treatments include new and improved directional curb ramps at pedestrian crossings with tactile strips and audible push buttons, curb extensions, rapid rectangular flashing beacons (RRFBs), HAWK signals, pedestrian refuge islands, diverters, and more.

Curb extensions and diverters (or pinch points), shown in Figure 7 and Figure 8, respectively, each narrow intersections or roadway segments to shorten the crossing distance for pedestrians, improve visibility of people walking, rolling, and biking to drivers, and slow turning and driving speeds by reducing the turning radii and/or width of the roadway.

All intersections in the primary downtown focus area have marked crosswalks and curb ramps, with most also including curb extensions and tactile warning strips for people with visual impairments.

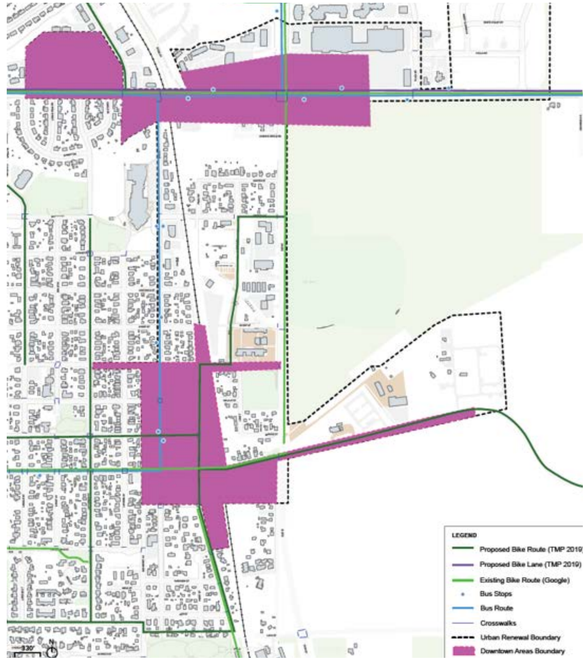


Figure 4. Bike Routes & Transit, Downtown Louisville

These features highlight the presence of people walking and rolling downtown and encourage drivers to slow their speed. There are few marked crosswalks on both Main Street and South Boulder Road in the secondary downtown focus area.

Parking

This section inventories on-street parking supply and summarizes on-street parking demand to inform the project team's understanding of existing traffic and mobility challenges within the study area. In the core downtown area, there are approximately 675 on-street and surface lot parking spaces. Surface parking lots represent about 20% of the total land area of the primary downtown focus area, highlighted in orange in Figure 9.

In the secondary downtown focus area highlighted in orange in Figure 10, there are approximately

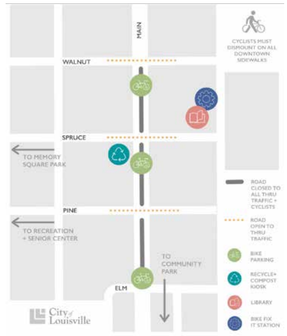


Figure 5. Downtown Bike Map - During Covid Street Closure (Source: City of Louisville)

Figure 6. Bike Parking, Main Street & South Street

Figure 7. Curb Extensions, Main Street & Spruce Street (Source: Google Maps)

Figure 8. Example of a Diverter, Pine Street Entering Downtown

1,200 on-street and surface lot parking spaces. Surface parking lots represent about 40% of the total land area of the area. While not all public parking, the significant area devoted to parking in downtown Louisville encourages easy access by people driving, while creating lifeless areas that are less welcoming and attractive for people walking and biking to the historic downtown.

The City of Louisville does not currently charge for parking, with all on- and off-street parking free to residents and visitors, as shown in Figure 11. On-street parking in the core downtown area is primarily 2-hour time-restricted parking, which encourages parking turnover and increases the number of patrons who can access downtown businesses. There are select blocks downtown with free, unrestricted parking.

Additionally, there are several free, unrestricted parking lots in the downtown area, including the DELO Lot, City Hall Lot, Pine Street Lot, and Front Street Lot. The Steinbaugh Lot, Library Lot and Underground Garage, and Main Street Lot are 2-hour time restricted. There are fewer charging and parking options for people driving electric vehicles, with electric vehicle charging and parking available via:

- The ChargePoint Charging Station in the Library Garage off of Front Street between Walnut Street and Spruce Street
- The ChargePoint Charging Station at Louisville Middle School near Main Street and Griffith Street

The City collected downtown parking counts pre-covid in June and October 2018 to better understand parking demand and occupancy. Figure 12 and Figure 13 show the peak daily parking occupancy on Thursday, June 14 and on Thursday, October 18, respectively. During peak midday demand during both months, during which almost half of the blocks and lots in the downtown area were

Figure 9. Available Parking, Primary Downtown Focus Area

Figure 10. Available Parking, Secondary Downtown Focus Area

80%-100% occupied, there was still adequate parking available on Short Street, Lefarge Street, and Jefferson Street as well as significant parking in the Library Garage and DELO Lot. While certain areas have greater occupancy, there is available parking within one or two blocks. Better signage and wayfinding can help address parking concerns by directing users to available parking.

Throughout the rest of the day, on-street parking on Main Street and Front Street ranged from 1% to 85% occupied. The typical industry standard for desired parking occupancy is 60-85%, or at least one space available per block to reduce circling for parking. The analysis of parking utilization indicates that overall, Louisville's downtown likely has ample parking to meet the needs of local businesses and residents but that certain locations have higher utilization and may need increased management, especially to avoid parking spillover into adjacent residential neighborhoods. Collecting updated parking counts could confirm this assessment or may initiate further study of applicable parking management strategies.

Transit

For someone wishing to access downtown Louisville via transit, route and stop options are relatively limited. As shown in Figure 10 and Figure 11, Downtown Louisville is currently served by two RTD transit routes: Route 228 and the DASH. Route 228 operates along South Boulder Road at 60-minute frequencies. The DASH serves South Boulder Road and Main Street at 30-minute frequencies. Route 225 and the JUMP serve the wider City of Louisville, operating along Arapahoe Road and Baseline Road respectively, at 15-minute frequencies during peak service hours.

The DASH stop at Main Street and Spruce Street offers the most direct access to downtown. The most direct stop access to downtown for a rider of Route 228 is at South Boulder Road and Main Street. RTD FlexRide service, which delivers on-demand rides for first-and-last-mile connections to RTD stations, serves

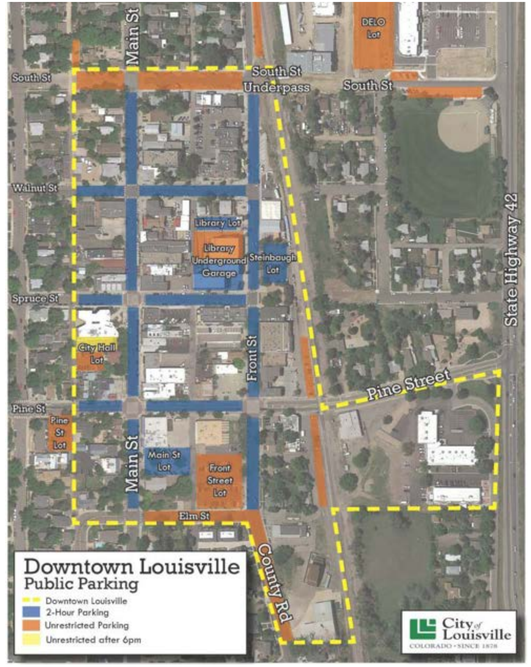


Figure 11. Downtown Louisville Parking Restrictions (Source: City of Louisville)

the entire City of Louisville. People who cannot use fixed-route bus service due to a disability also have the option to hail rides via Access-a-Ride, RTD's complementary door-to-door paratransit service.

The Flatiron Flyer offers 15-minute peak and 30-minute off-peak service to Boulder and Denver from Louisville at US 36/McCaslin Station, which is accessible via Route 228. US 36/McCaslin Station is also served by Route AB1, which offers hourly service to Denver International Airport.

Conclusion

This initial evaluation of existing programs and infrastructure for people walking, rolling, biking, taking transit, and driving to and around downtown Louisville finds that while downtown is generally welcoming and accessible to vehicular traffic, there are opportunities to improve connectivity and access for users of alternate modes.

North-south crossings of South Boulder Road and east-west crossings of the railroad tracks remain challenging for those outside of a vehicle, who must travel long distances to access a direct path to downtown. The sidewalk network is mostly complete, but expanding the width of sidewalks on key downtown access streets could enhance pedestrian comfort, encourage walkability around the downtown area, and improve first-and-last-mile connections to bus stops.

Connecting the wider trail and bikeway network to downtown via more comfortable facilities would also encourage access for people walking, rolling, and biking. Continuing to install secure bike parking, traffic calming features, and accessible crossings would further enhance safe multimodal access to the downtown area. While vehicle parking downtown currently is adequate, parking management strategies and encouragement of alternate modes can ensure it remains so.

The project team will use this analysis and input of the community to develop specific recommendations to improve transportation and access downtown.

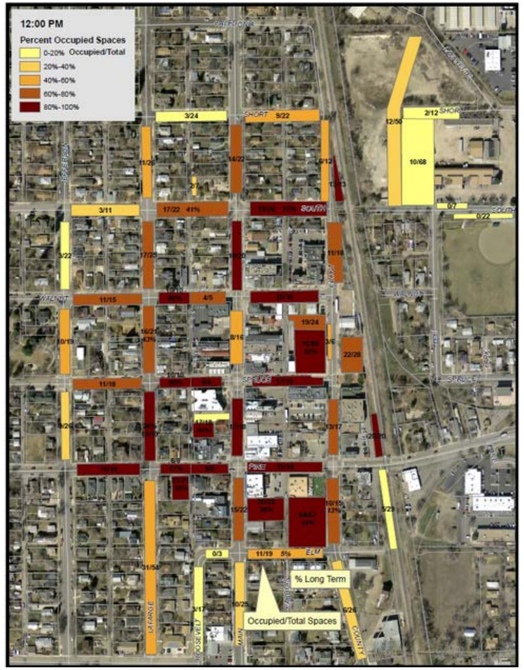


Figure 12. Peak Parking Occupancy, June 2018 (Source: City of Louisville)

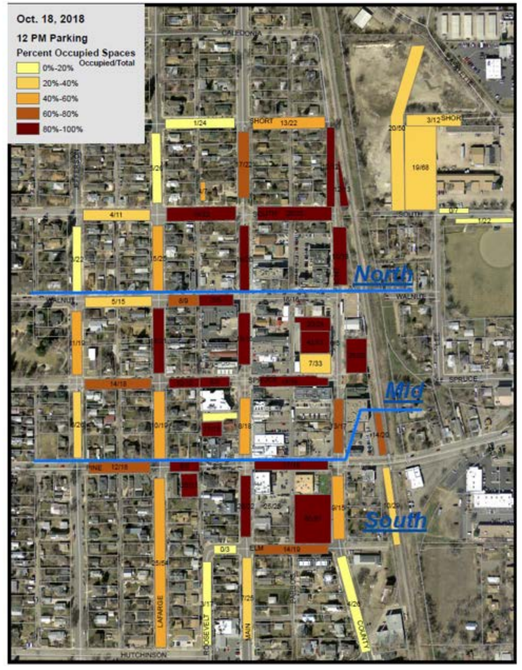


Figure 13. Peak Parking Occupancy, October 2018 (Source: City of Louisville)

Figure 14. Transit Stops & Routes. Primary Downtown Focus Area

Figure 15. Transit Stops & Routes, Secondary Downtown Focus Area

APPENDIX E: OPEN HOUSE FEEDBACK SUMMARIES

Board Summaries - Open House #1

Emerging Vision Concepts
Both Concepts: Key Themes

- Support addition of transit in downtown
- Like the addition of greenery and buffers to outdoor dining – reduce noise
- Keep Main Street open to traffic
- Some like shared street concept, mostly having a place for cyclists and multi-modal transit
- Concern with parking and not having enough to serve businesses
- Even desire for both concepts
- Generally, want more room for pedestrians to use the Downtown space but don't want to completely close the street
- Concern for keeping businesses open and running long-term
- Keeping user volume high enough

Concept A Boards: Key Themes

- Desire to keep Main Street open
    - Other options pointed out include turning into a one way and closing with traffic calming on other streets
    - Open to closing Main Street occasionally – for events
- Want to see parks and other greenspaces Downtown
    - Quiet, shady areas
    - Trees lining the street
- Like the idea of angled parking
- Want pedestrian-oriented, but still accessible to vehicles
    - Transit opportunities and shuttles to Downtown to help traffic and parking

Concept B Boards: Key Themes

- Like the addition of green infrastructure (porous parking) to the design
- Activation of side streets and alleys
- Like the design with curbless, street trees, and small green spaces
    - Small meeting and gathering spaces
    - Placemaking
- Would like to see bike boulevard connecting to nearby trails

Vision Priorities Board: Key Themes

- Strong desire for multi-modal parking options – bicycle, e-bike with charging, etc.
- Want to keep the "Old Town" vibe
- Not super modern
- Do not want a closed street like Pearl Street in Boulder
- Strong desire for shade
    - Natural shade is ideal
    - Shading at bus stops
- Open to transit and shuttle services Downtown (especially for events)
- Activate and integrate unique spaces like the alleys
    - Allow 2nd building fronts
- Add more public art into the Downtown
    - Work with local artists
    - Designated graffiti area and/or murals

Signage Concepts

Respondents voted using a dot exercise for signage. The voting indicates that respondents preferred a historic, understated, playful, modest, and relaxed feel. They feel signage should not overpower what is there already. Downtown signage should complement the quaint and charming feel.

- **Prefer Historic (0) style vs. Modern (10)**

Average: 2

- **Prefer Understated (0) vs. Elaborate (10)**

Average: 2.3

- **Prefer Playful (10) vs. Serious (0)**

Average: 7.8

- **Prefer Relaxed (10) vs. Professional (0)**

Average: 7.2

- **Prefer Modest (0) vs. Boastful (10)**

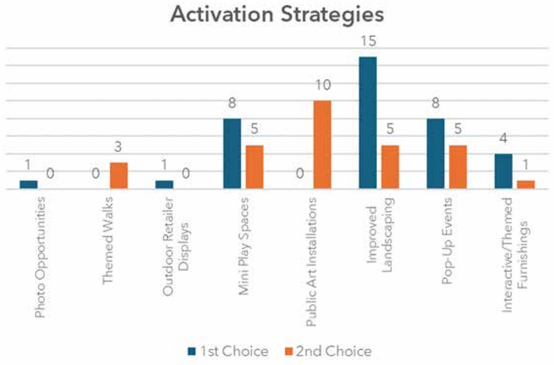
Average: 2.2

What Did We Miss? Board

- Unique landscaping
    - Pollinator pathways, garden spaces, green roofs and gardens, etc.
- Winter activations – use indoor areas
- Buses and shuttles
- Integration of trash and recycling into the streetscape
- Most don't want parking structures
- Ways to encourage local businesses

Case Studies Board

- Grand Junction
    - Like the old-fashioned look
    - Find ways to enhance the historic features of Louisville
- Olde Town Arvada
    - Like the idea of something more permanent than patio lights



Board Summaries - Open House #2

Board Summaries

Link

- Lots of support for added bike and transit connectivity. Looking for more details on where added bike racks and bus stops would be.
- Looking for more safe bike connectivity for children from LMS/LES into downtown
- Lack of support for advisory bike lanes

Amplify

- Support for added trees/ shade on main street
- Look at how Front St/Country Road serves as an entrance to downtown

Navigate

- Support for signage plan, but need to clarify how this will benefit businesses
- Looking for signage to museum and Memory Square

Preferred Concept Plan

- Appreciate added shade trees, but looking for more shade options than just trees- some suggestions include structures with vines
- Need assurance that added trees and amenities can be maintained
- Concerns about noise impacts on residents. Want to contain/ direct noise towards businesses
- Do not want a modern style- keep old town/ historic feel
- Looking for better parking solutions around the library as well as ADA access to/from the library on Front
- Lots of support for splash pad/ kids play area at Steinbaugh plaza
- Strong preference to keep Steinbaugh pavilion

Preferred Plan Parking Count

- Looking for multi-modal parking options- bike, EV, and cars
- Want to keep parking at Steinbaugh- especially ADA parking

Wayfinding Concepts

- Strong preference for Signage Concept A
- Prefer a more timeless, simple, legible, and distinctive sign that reflects Louisville's character
- Want to ensure legibility of signage from several feet away
- Some prefer naming/ branding Downtown as Old Town
- Looking for clear signage from 36 to Downtown

Steinbaugh Plaza

- Overall preference for concept 2
- Appreciate play area, preservation of parking, restrooms, and facilities for performers/ equipment storage
- Like reorientation of Pavilion to accommodate Street Faire/Event crowds. Want to preserve the Steinbaugh and ensure that noise is mitigated for neighbors on Front Street

o Concern that reorientation of Steinbaugh Pavilion will lose audience space that locates in the library parking lot

- Lots of excitement for young families- especially playground + splashpad
- Looking for more amenities for aging populations as well as public drinking fountains that can be accessed year round
- Fit Louisville's context: preservation of John Breaux plaza, keep historic character, possibly include murals (library as example)
- Some would prefer to not downplay the railroad as it feels inauthentic to them
- Appreciate more areas to sit and talk. Add benches rather than only hammocks

Front Street

- Excited about inviting feeling of a curbless front street + plaza
- Want to connect landscaping on front to context (Spruce + Walnut)

Main Street

- More support for keeping curbs on Main Street. Some appreciate the historic feel, lower project cost, and distinction of pedestrian vs. car traffic flow with curbs. Feel the bulbouts are a good middle ground
- Some appreciate curbless Main street for festival use and the shopper friendly feel
- Excited for more outdoor useable space on Main and less cars/parking

CIP Phasing Plan

- Some feel the cost of raising Main Street is too high, would like to put those funds into things like open space, city-wide internet, or water treatment for PFAS
- Want to see more metrics on return on investment

What Did We Miss?

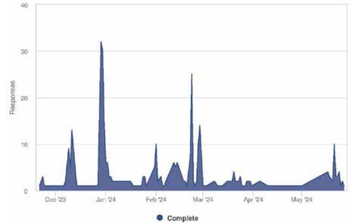
- Excited about porous pavement and green infrastructure
- Want native landscaping and preservation/ amplification of Louisville's identity
- Want more retail and restaurant options, fewer offices on the ground floor
- Want temporary banners or string lights on Main Street
- Consider light pollution and point outdoor lighting down
- Interest in an indoor performing arts venue
- Keep alleyways useable for trash/recycling utilities
- Looking for a more consistent bus system and signage, plus electric busses

APPENDIX F: COMMUNITY SURVEY RESULTS

LDVP Survey Summary Report

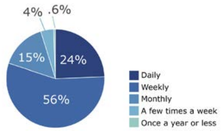
The City of Louisville, Colorado, is committed to creating a vibrant and dynamic downtown area that reflects the values and preferences of its community. To achieve this goal, the Downtown Vision Plan survey was conducted, engaging residents and stakeholders in shaping the future of their downtown. This survey aimed to gather comprehensive insights into the community's demographics, the activities they participate in downtown, their core values, and their preferences for downtown atmosphere elements.

The survey comprised 13 questions and garnered a total of 337 responses. These responses provide a valuable snapshot of the community's vision for downtown Louisville, revealing the activities that draw people to the area, the features they find most important, and the atmosphere they desire. By analyzing this feedback, the City of Louisville can make informed decisions that align with the community's aspirations, ensuring that the downtown area evolves in a way that meets the needs and desires of its residents. The timeline chart below shows the approximate number of responses throughout the months with significant spikes at certain times due to community outreach events.



The following summary report presents the key findings from the survey, highlighting the community's demographic profile, the popular downtown activities, the values held in high regard, and the preferred elements of the downtown atmosphere. These insights supported the process of design and provided insight for the Downtown Vision Plan, guiding the city's efforts to foster a downtown area that is vibrant, inclusive, and reflective of the community's unique character.

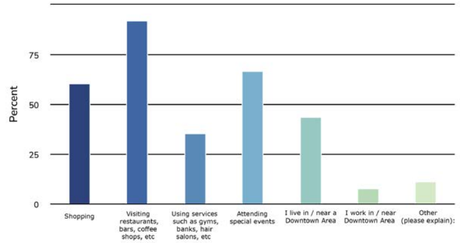
The first question of the survey asked the question: Approximately how often do you visit downtown Louisville (Areas 1 & 2)? This question allowed participants to choose one answer from any of the options. The results are shown below (*Figure 1*)



Value	Percent	Responses
Daily	24.4%	82
Weekly	55.7%	187
Monthly	15.2%	51
A few times a year	4.2%	14
Once a year or less	0.6%	2
		Totals: 336

Figure 1: LDVP Survey Question 1 Results

The second question of the survey asked the question: What activities do you participate in Downtown? This question allowed participants to choose all that apply. The Results are shown below. (*Figure 2*)

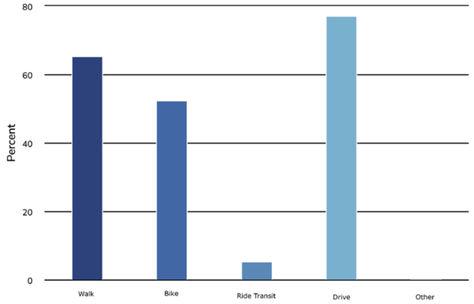


Value	Percent	Responses
Shopping	60.6%	203
Visiting restaurants, bars, coffee shops, etc	92.2%	309
Using services such as gyms, banks, hair salons, etc	35.5%	119
Attending special events	66.9%	224
I live in / near a Downtown Area	43.6%	146
I work in / near Downtown Area	7.8%	26
Other (please explain):	11.3%	38

Statistics	
Total Responses	335

Figure 2: LDVP Survey Question 2 Results

The Third question of the survey asked the question: What type of transportation do you use to get to one or both Downtown Area? This question allowed participants to select all that apply. The results are shown below. (*Figure 3*)

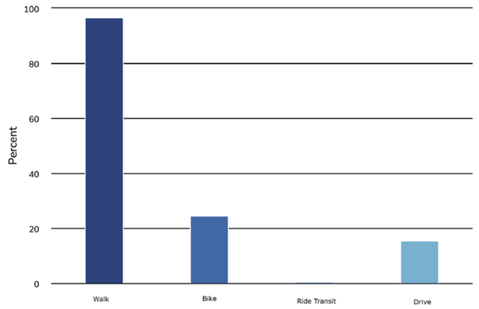


Value	Percent	Responses
Walk	65.5%	220
Bike	52.4%	176
Ride Transit	5.4%	18
Drive	77.1%	259
Other	0.3%	1

Statistics	
Total Responses	336

Figure 3: LDVP Survey Question 3 Results

The fourth question of the survey asked the question: How do you move between destinations in the Downtown Area? This question allowed the participants to select all that apply. The results are shown below (*Figure 4*)

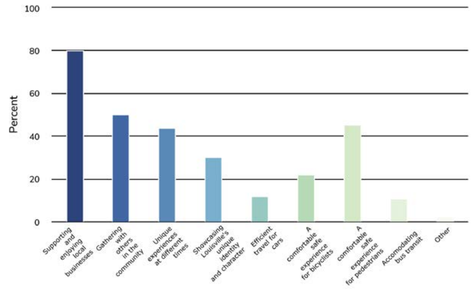


Value	Percent	Responses
Walk	96.7%	325
Bike	24.7%	83
Ride Transit	0.6%	2
Drive	15.5%	52

Statistics	
Total Responses	336

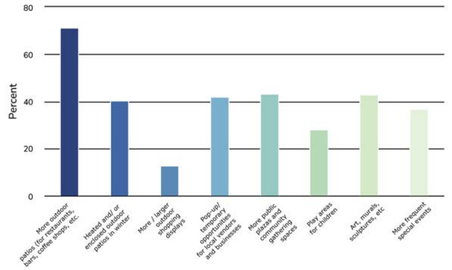
Figure 4:: LDVP Survey Question 4 Results

The fifth question of the survey asked the question: What are the most important to you regarding Downtown? This question allowed participants to choose 2. The results are shown below. (*Figure 5*)



Value	Percent	Responses
Supporting and enjoying local businesses	80.1%	269
Gathering with others in the community	50.3%	169
Unique experiences at different times of year	43.8%	147
Showcasing Louisville's unique identity and character	30.4%	102
Efficient travel for cars	11.9%	40
A comfortable, safe experience for bicyclists	22.0%	74
A comfortable, safe experience for pedestrians	45.2%	152
Accommodating bus transit	10.7%	36
Other	2.7%	9

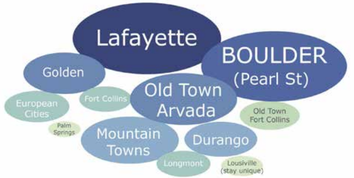
The sixth question of the survey asked the question: What elements would you most like to see considered in the design concepts for Downtown? In this question, participants were allowed to choose up to five options. The results are shown below (*Figure 6*)



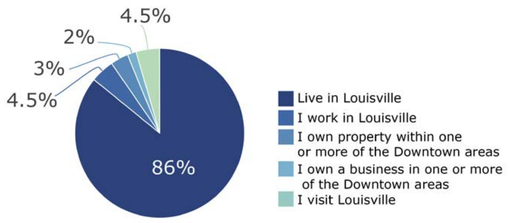
Value	Percent	Responses
More outdoor patios (for restaurants, bars, coffee shops, etc.)	71.3%	226
Heated and / or enclosed outdoor patios in winter	40.4%	128
More / larger outdoor shopping displays	12.9%	41
Pop-up / temporary opportunities for local vendors and businesses	42.0%	133
More public plazas and community gathering spaces	43.5%	138
Play areas for children	28.4%	90
Art, murals, sculptures, etc.	43.2%	137
More frequent special events	36.9%	117

Figure 6: LDVP Survey Question 6 Results

The seventh question of the survey asks the question: What other cities, downtown, or streets do you think Louisville should consider for inspiration when developing design concepts for Downtown? This was an open-ended response. Participants suggested several nearby cities and some distant areas. The major answers are illustrated below.



The nineth question of the survey asked the question: Which of the following best describe you? The results are shown below. (*Figure 7*)

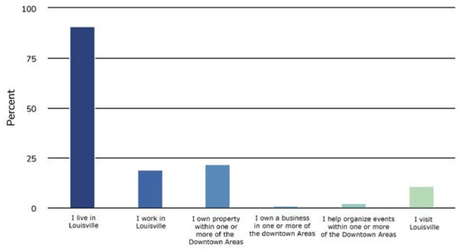


Value	Percent	Responses
I live in Louisville	85.9%	152
I work in Louisville	4.5%	8
I own property within one or more of the Downtown Areas	3.4%	6
I own a business in one or more of the Downtown Areas	1.7%	3
I visit Louisville	4.5%	8
		Totals: 177

Statistics	
Total Responses	177

Figure 7: LDVP Survey Question 7 Results

The tenth question of the survey asked the question: Which of the following best describes you? (choose all that apply). The results are shown below. (*Figure 8*)

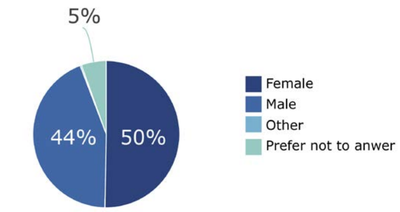


Value	Percent	Responses
I live in Louisville	91.1%	143
I work in Louisville	19.1%	30
I own property within one or more of the Downtown Areas	21.7%	34
I own a business in one or more of the Downtown Areas	1.3%	2
I help organize events within one or more of the Downtown Areas	2.5%	4
I visit Louisville	10.8%	17

Statistics	
Total Responses	157

Figure 8: LDVP Survey Question 8 Results

The ninth question of the survey asked what gender the surveyor is. The results are shown below. (*Figure 9*)

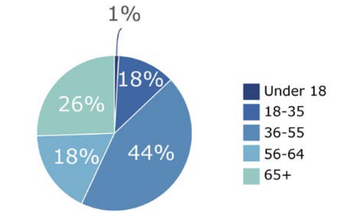


Value	Percent	Responses
Female	50.3%	165
Male	43.9%	144
Other	0.3%	1
Prefer Not to Answer	5.5%	18
		Totals: 328

Statistics	
Total Responses	328

Figure 9: LDVP Survey Question 9 Results

Question number ten asked about the participant's age. The results are shown below. (*Figure 10*)

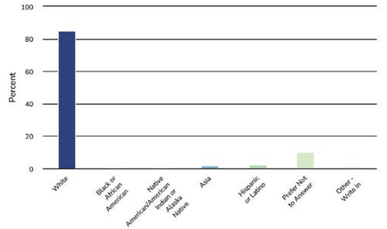


Value	Percent	Responses
Under 18	0.9%	3
18-35	12.0%	39
36-55	44.0%	143
56-64	17.5%	57
65+	25.5%	83
		Totals: 325

Statistics	
Total Responses	325

Figure 10: LDVP Survey Question 10 Results

Question number eleven asked about the Race/Ethnicity of the participants. The results are below. (*Figure 11*)



Value	Percent	Responses
White	85.0%	278
Black or African American	0.3%	1
Native American/American Indian or Alaska Native	0.3%	1
Asia	1.8%	6
Hispanic or Latino	2.4%	8
Prefer Not to Answer	10.4%	34
Other - Write In	1.5%	5

Statistics	
Total Responses	327

Figure 11: LDVP Survey Question 11 Results

Question number twelve asked if the participant would like to be entered for a chance to win a gift basket with items from downtown businesses. This question also requested email addresses to reach out to the winner. The results are shown below. (*Figure 12*)

Value	Percent	Responses
yes	56.5%	161
no	43.5%	124
		Totals: 285

Statistics	
Total Responses	285

Figure 12: LDVP Survey Question 12 Results

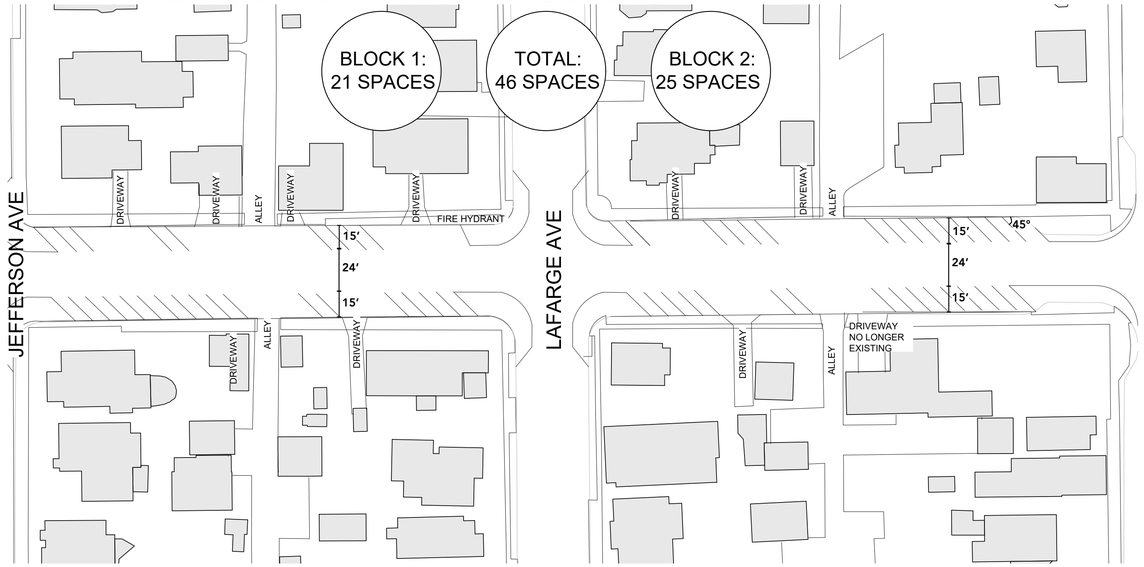
The last question of the survey asked if participants would like to be added to the email list for upcoming opportunities. The results are shown below. (*Figure 13*)

Value	Percent	Responses
Yes	56.5%	161
No	43.5%	124
		Totals: 285

Statistics	
Total Responses	285

Figure 13: LDVP Survey Question 13 Results

APPENDIX G: SOUTH STREET PARKING STUDY



MIG
518 17TH STREET
SUITE 630
DENVER, CO 80202
TEL 303/440-9200
www.migcom.com

SCALE: 1" = 40'
0 20' 40' 80' 160'

SOUTH STREET PARKING STUDY
LOUISVILLE DOWNTOWN VISION PLAN
LOUISVILLE, COLORADO

Downtown Vision Plan

LRC PRESENTATION

09/18/24

Public Outreach

- **November 2023** Vendor booth / pop-up at Turkey Trot
- **November 2023** Stakeholder Site Walk
- **January 2024** Vendor booth / pop-up at Old Town Skate
- **February 2024** Open House #1
- **April 2024** Community-wide business meeting
- **April 2024** Downtown neighborhood meeting
- **May 2024** Open House #2
- **Three Presentations** to Louisville Revitilization Commission

Vision and Goals

In the heart of Louisville is envisioned a downtown that is more than just a destination - it is a dynamic and welcoming expression of our community's spirit. This Downtown Vision Plan integrates branding, wayfinding, transportation, and placemaking, weaving a tapestry of connectivity that reflects the unique identity of Louisville.

1

LINK

Develop a comprehensive transportation system that prioritizes pedestrian-friendly streets, efficient public transit, and safe cycling infrastructure to enhance overall mobility. This theme supports the vision for better transportation and multi-modal connectivity to/from Downtown by walking, rolling, car, bus, or bike.

2

AMPLIFY

Create a vibrant, active, and diverse downtown experience which strengthens the existing positive qualities of Downtown Louisville while also creating new programming and activation opportunities for year-round enjoyment for residents and visitors. This theme supports the vision for enhanced placemaking, public realm activation, and reflecting the creativity and history of Louisville.

3

NAVIGATE

Emphasize effective wayfinding systems which do not overload users with information, advocating for a consistent strategy that includes clear and legible visual cues to enhance comprehension and navigation in complex spaces.

01. Link

RE-ROUTE RTD BUS

ATHLETIC COMPLEX

CONNECTION TO DRAINAGE WAY TRAIL

CONNECTION ACCROSS CO-42 TO LAFAYETTE TRAIL NETWORK

ADVISORY BIKE LANE

FUTURE LIGHT RAIL STATION AND DECK

FUTURE HWY 42 UNDERPASS

FUTURE 42 TRAIL PROJECT FOR BIKES AND PEDESTRIANS

CONNECTION TO SOUTH BOULDER ROAD

Benefits of an advisory bike lane include increased safety for cyclists through designated space, reduced conflicts with vehicles, and improved visibility for all road users. This type of road configuration can help with connections to Coal Creek Trail

BIKE LANE IMPROVEMENTS

COMPLETE STREET WITH DEDICATED BIKE LANE

Complete streets have facilities for cyclists, pedestrians, bus, and drivers. Complete Streets prioritizes safe access for all users, including pedestrians, cyclists, motorists, and transit riders, regardless of age or ability. It addresses the needs of underserved groups like older adults, people with disabilities, non-drivers, and minority communities.

COAL CREEK TRAIL CONNECTION

EXISTING UNDERPASS

LOUISVILLE HISTORICAL MUSEUM

LIBRARY

PROPOSED BIKE ROUTE (TRANSPORTATION MASTER PLAN 2019)

CITY HALL

COAL CREEK TRAIL CONNECTION

BIKE LANE IMPROVEMENTS

MEMORY SQUARE PARK

SOUTH STREET

WALNUT STREET

JEFFERSON AVENUE

SPRUCE STREET

LAFARGE AVENUE

MAIN STREET

FRONT STREET

SHORT STREET

02. Amplify

MIDDLE

FUTURE LIGHT RAIL STATION AND DECK

ATHLETIC COMPLEX

FUTURE HWY 42 UNDERPASS

HIGHWAY 42

HISTORY SCULPTURE WALK

The function of a history or art walk streetscape is to showcase local culture, history, and artwork while promoting community engagement and economic development.

INTERSECTION IMPROVEMENTS

Intersection improvements such as raised crossings, new materials, and bulbouts create a safer and more comfortable public realm and larger areas for landscaping and seating.

CURBLESS STREET ON FRONT ST.

A curbless street on Front Street prioritize pedestrians and cyclists everyday while accommodating for festivals and events during special times.

STEINBAUGH PLAZA

A flexible urban plaza serves as a versatile public space for gatherings, events, recreation, and social interaction adapting to various community needs and activities

LOUISVILLE HISTORICAL MUSEUM

RENOVATED MUSEUM GARDEN

RELOCATED STEINBAUGH PAVILION

LIBRARY

STREETSCAPE IMPROVEMENTS

Improvements such as new trees, larger bulbouts at the end of blocks, and larger amenities spaces help create a more lively and comfortable public realm.

CITY HALL

RENOVATED CITY HALL PLAZA

ALLEYWAY ACTIVATION

Utilizing alleyways to activate space involves transforming them into vibrant, pedestrian-friendly areas with new patios and public spaces, enhancing urban connectivity and fostering community engagement.

MEMORY SQUARE PARK

SHORT STREET

SOUTH STREET

JEFFERSON AVENUE

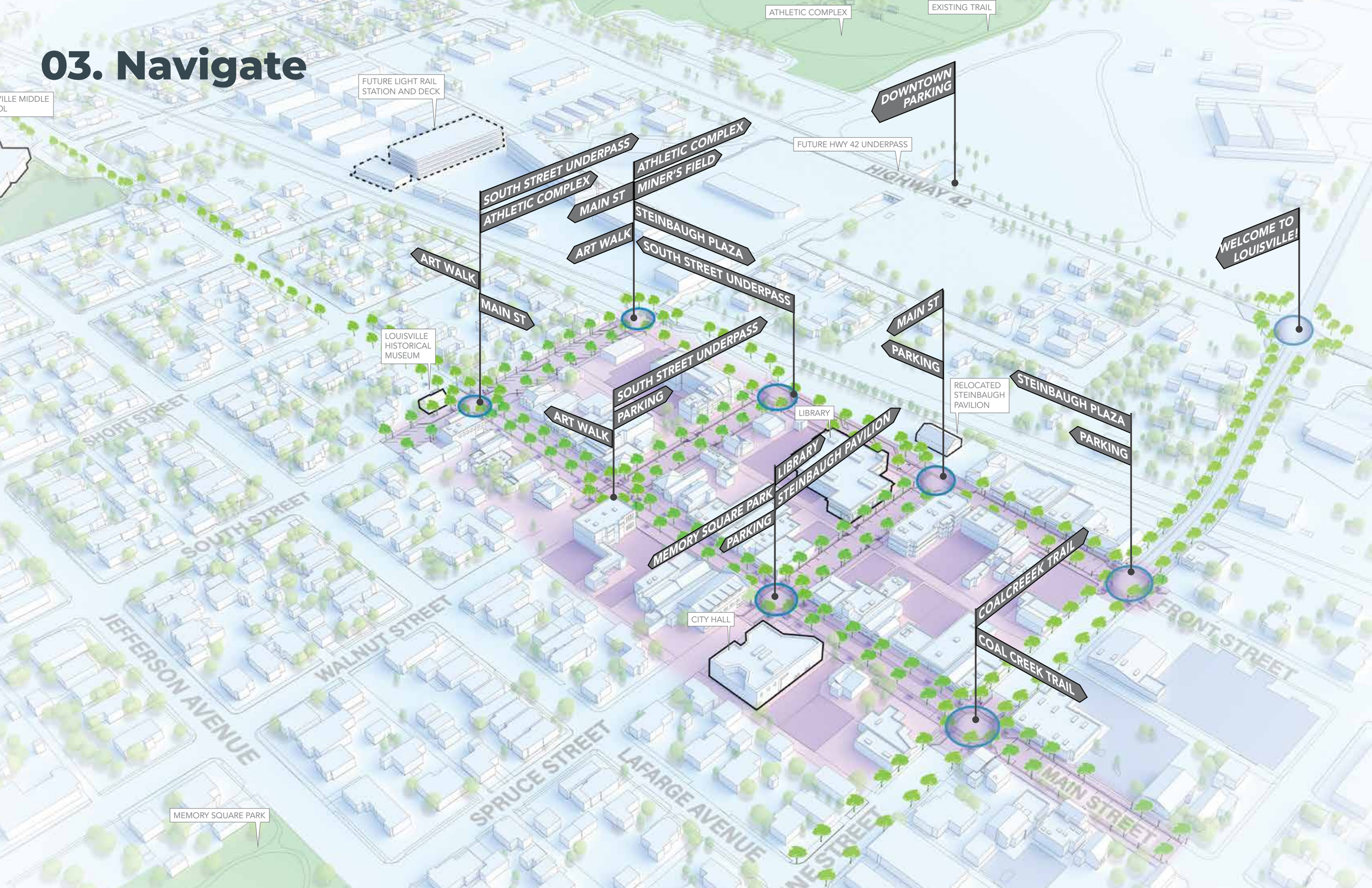
WALNUT STREET

SPRUCE STREET

LAFARGE AVENUE

MAIN STREET

03. Navigate


ATHLETIC COMPLEX
EXISTING TRAIL
FUTURE LIGHT RAIL STATION AND DECK
DOWNTOWN PARKING
FUTURE HWY 42 UNDERPASS
HIGHWAY 42
SOUTH STREET UNDERPASS
ATHLETIC COMPLEX
ATHLETIC COMPLEX
MINER'S FIELD
MAIN ST
STEINBAUGH PLAZA
ART WALK
SOUTH STREET UNDERPASS
WELCOME TO LOUISVILLE!
ART WALK
MAIN ST
LOUISVILLE HISTORICAL MUSEUM
MAIN ST
PARKING
SOUTH STREET UNDERPASS
RELOCATED STEINBAUGH PAVILION
STEINBAUGH PLAZA
PARKING
ART WALK
LIBRARY
LIBRARY
STEINBAUGH PAVILION
MEMORY SQUARE PARK
PARKING
CITY HALL
COALCREEK TRAIL
COAL CREEK TRAIL
SHORT STREET
SOUTH STREET
JEFFERSON AVENUE
WALNUT STREET
SPRUCE STREET
LAFARGE AVENUE
FRONT STREET
MAIN STREET
MEMORY SQUARE PARK

03. Navigate

DOWNTOWN LOUISVILLE SIGN FAMILY - OPTION A

Scale: 3/8" = 1' - 0"

Sign Type A:
Monument Sign

Sign Type B:
Vehicular Directional

Sign Type C:
Downtown Directional

Sign Type D:
Parking Directional

Sign Type E:
Pedestrian Directional

Sign Type F:
Directory Map

3 Transformative Projects

FRONT STREET BECOMES CURBLESS

STEINBAUGH PLAZA

LOUISVILLE HISTORICAL MUSEUM

STEINBAUGH PAVILION

PUBLIC LIBRARY

CITY HALL

MAIN STREET IMPROVEMENTS

SHORT STREET

SOUTH STREET

JEFFERSON AVENUE

SPRUCE STREET

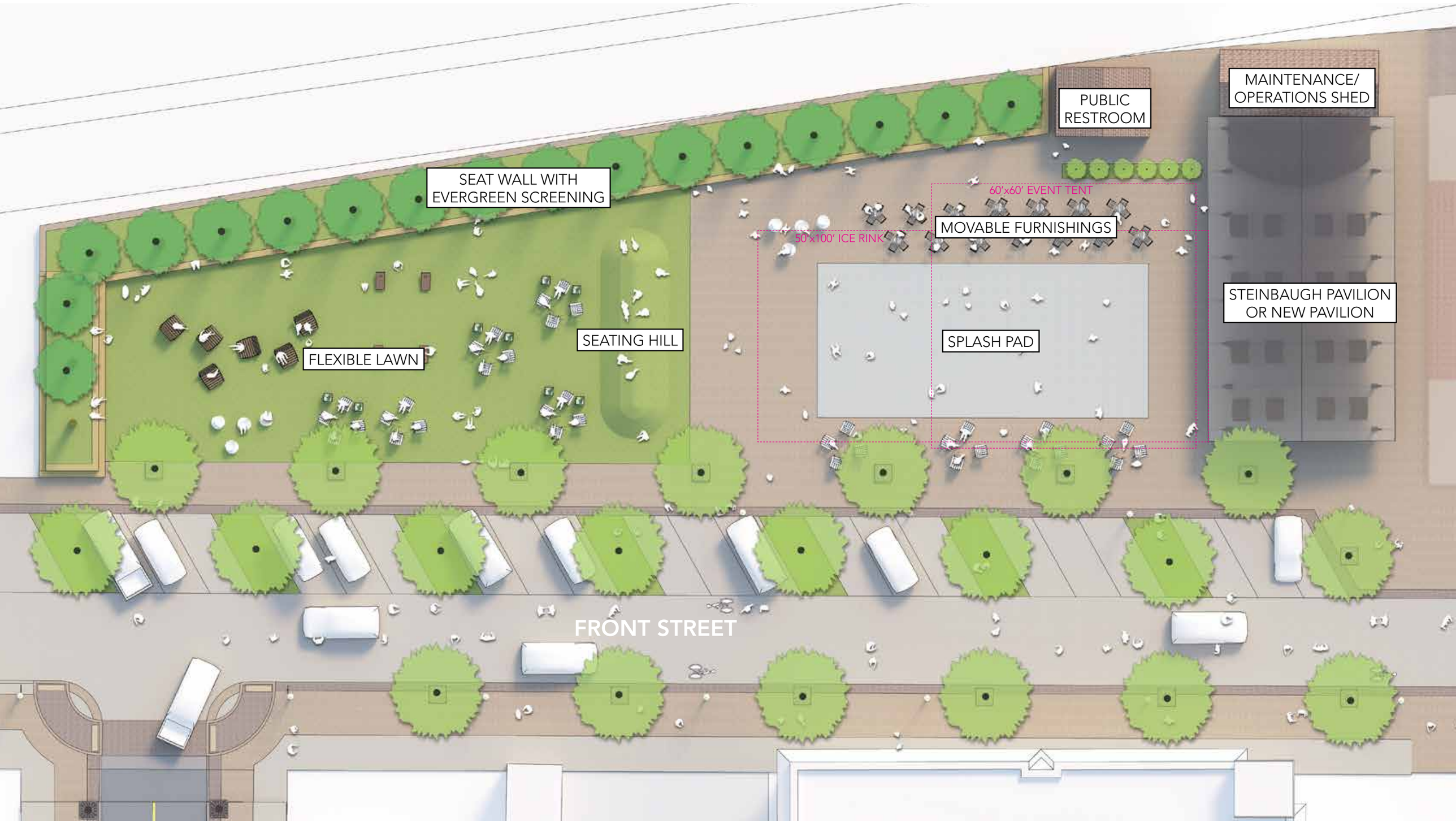
LAFARGE AVENUE

PINE STREET

FRONT STREET

MAIN STREET

01. Steinbaugh Plaza - Concept 1



01. Steinbaugh Plaza - Concept 2

01. Steinbaugh Plaza - Existing

01. Steinbaugh Plaza - Proposed

PAVILION

FLEX PLAZA / PARKING / EVENT SPACE

HAMMOCK GROVE

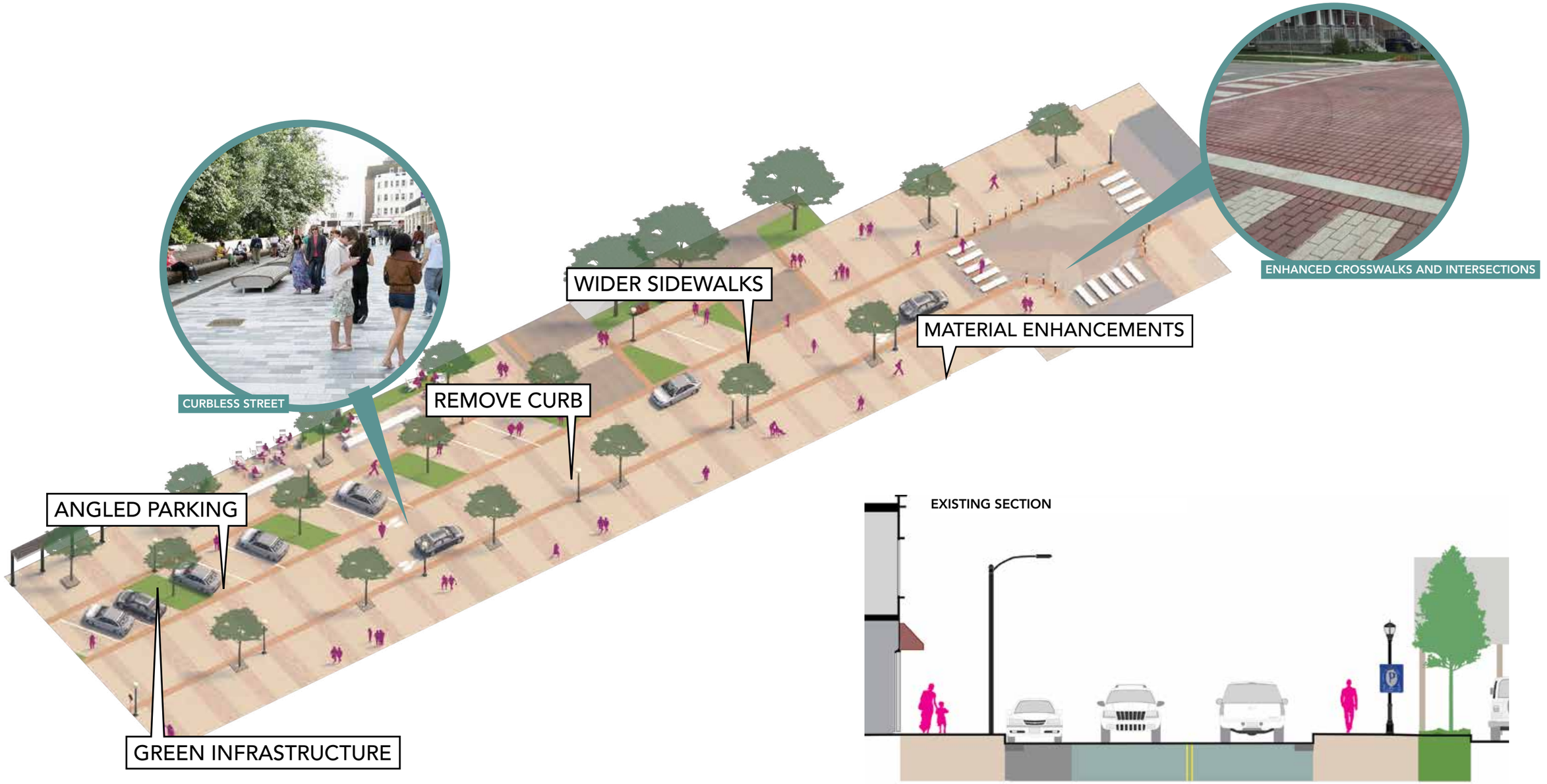
FLEXIBLE LAWN

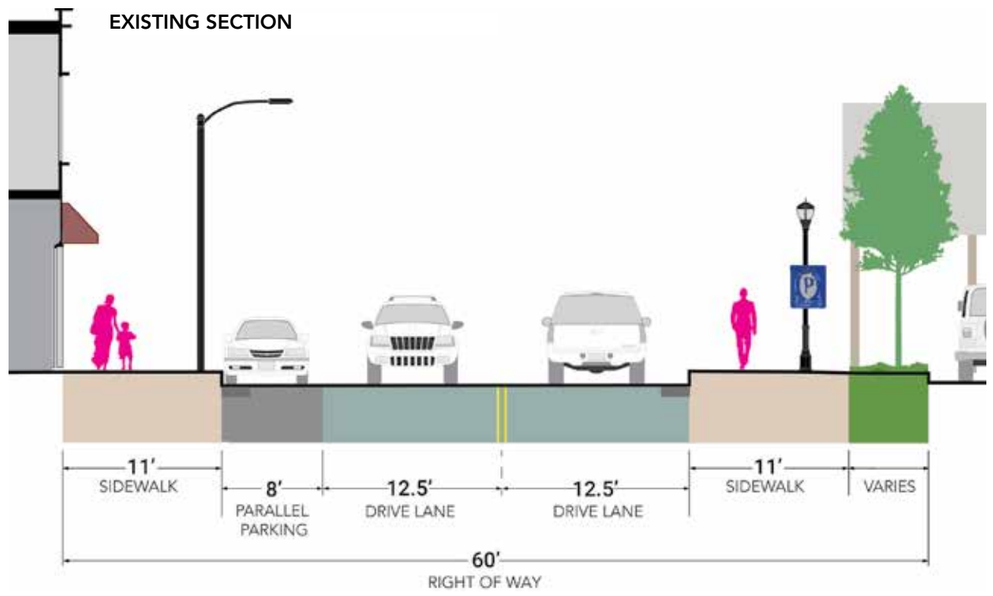
SWINGS

SPLASH PAD

NATURAL PLAY FEATURES

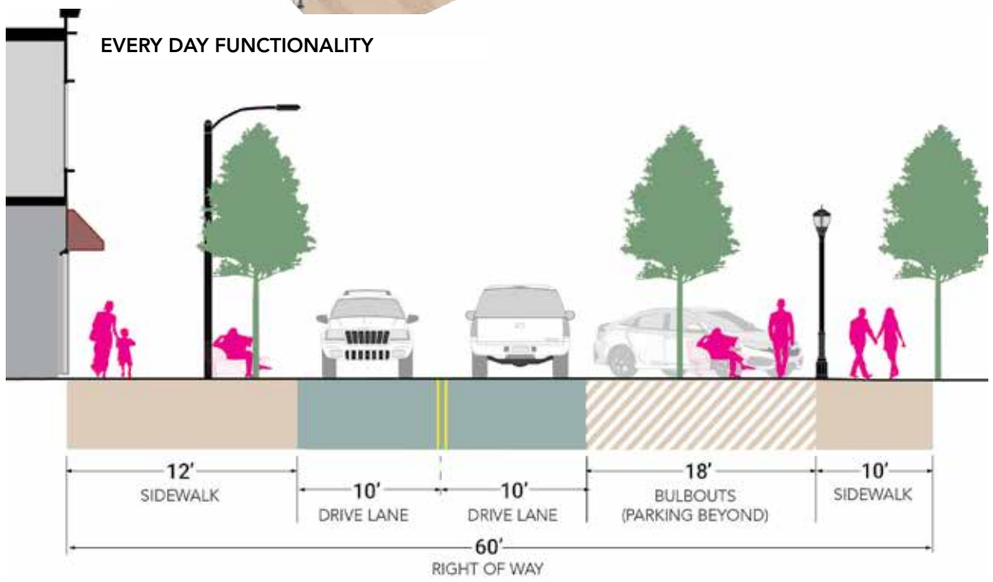
02. Front Street



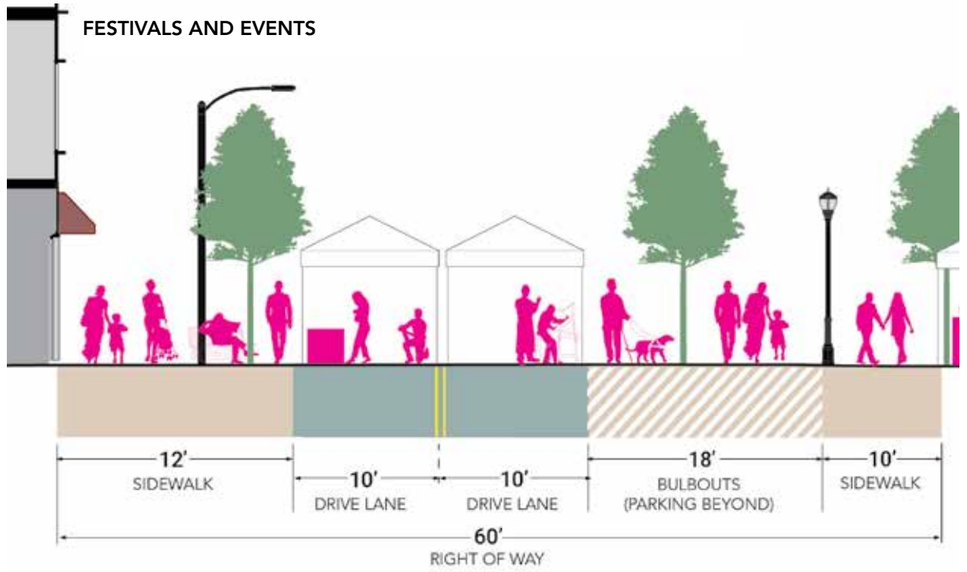


02. Front Street

EVERY DAY FUNCTIONALITY



FESTIVALS AND EVENTS



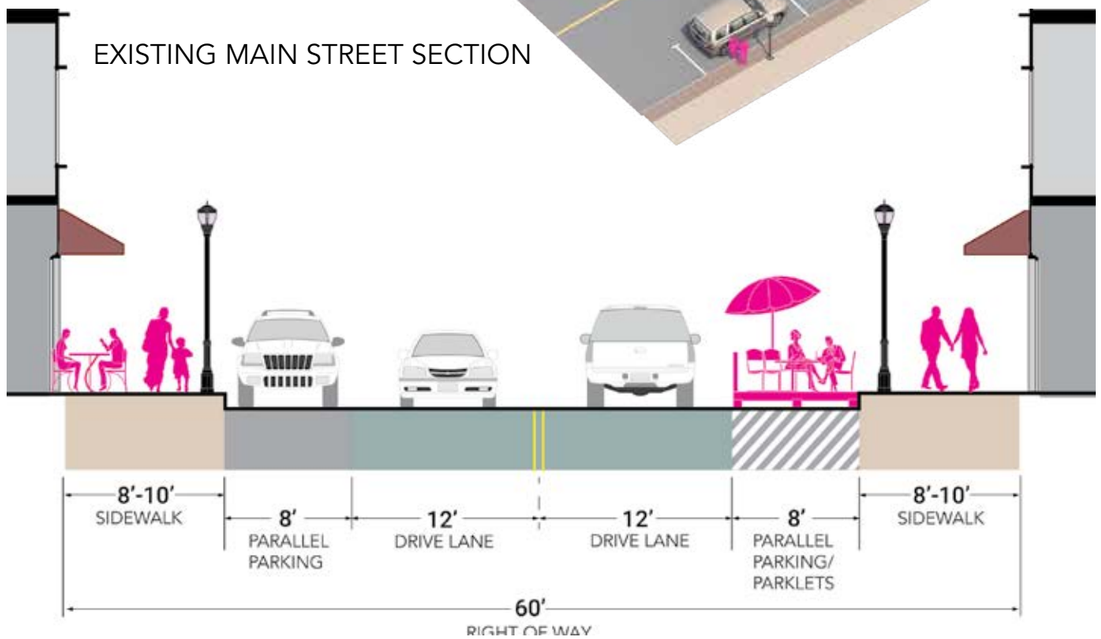
02. Front Street - Existing

02. Front Street - Proposed

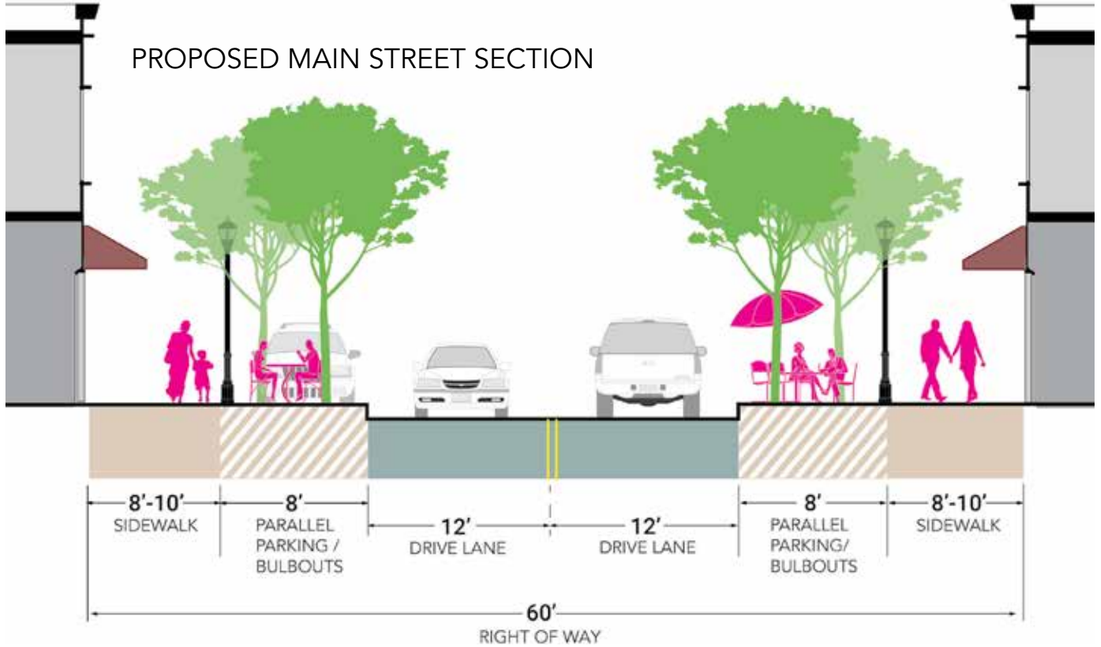
03. Main Street

LARGER AREAS FOR RESTING, MEETING, AND EATING!

EXISTING MAIN STREET SECTION



PROPOSED MAIN STREET SECTION



03. Main Street - Existing

03. Main Street - Proposed

Phasing Plan - 0-3 Years

ATHLETIC COMPLEX

FUTURE LIGHT RAIL STATION AND DECK

LOUISVILLE MIDDLE SCHOOL

FUTURE HWY 42 UNDERPASS

HIGHWAY 42

INTERSECTION IMPROVEMENTS

Intersection improvements such as raised crossings, new materials, and bulbouts create a safer and more comfortable public realm and larger areas for landscaping and seating.

CURBLESS STREET ON FRONT ST.

A curbless street on Front Street prioritize pedestrians and cyclists everyday while accommodating for festivals and events during special times.

STEINBAUGH PLAZA

A flexible urban plaza serves as a versatile public space for gatherings, events, recreation, and social interaction adapting to various community needs and activities

LOUISVILLE HISTORICAL MUSEUM

RELOCATED STEINBAUGH PAVILION

LIBRARY

STREETSCAPE IMPROVEMENTS

Improvements such as new trees, larger bulbouts at the end of blocks, and larger amenities spaces help create a more lively and comfortable public realm.

CITY HALL

SHORT STREET

SOUTH STREET

WALNUT STREET

JEFFERSON AVENUE

SPRUCE STREET

LAFARGE AVENUE

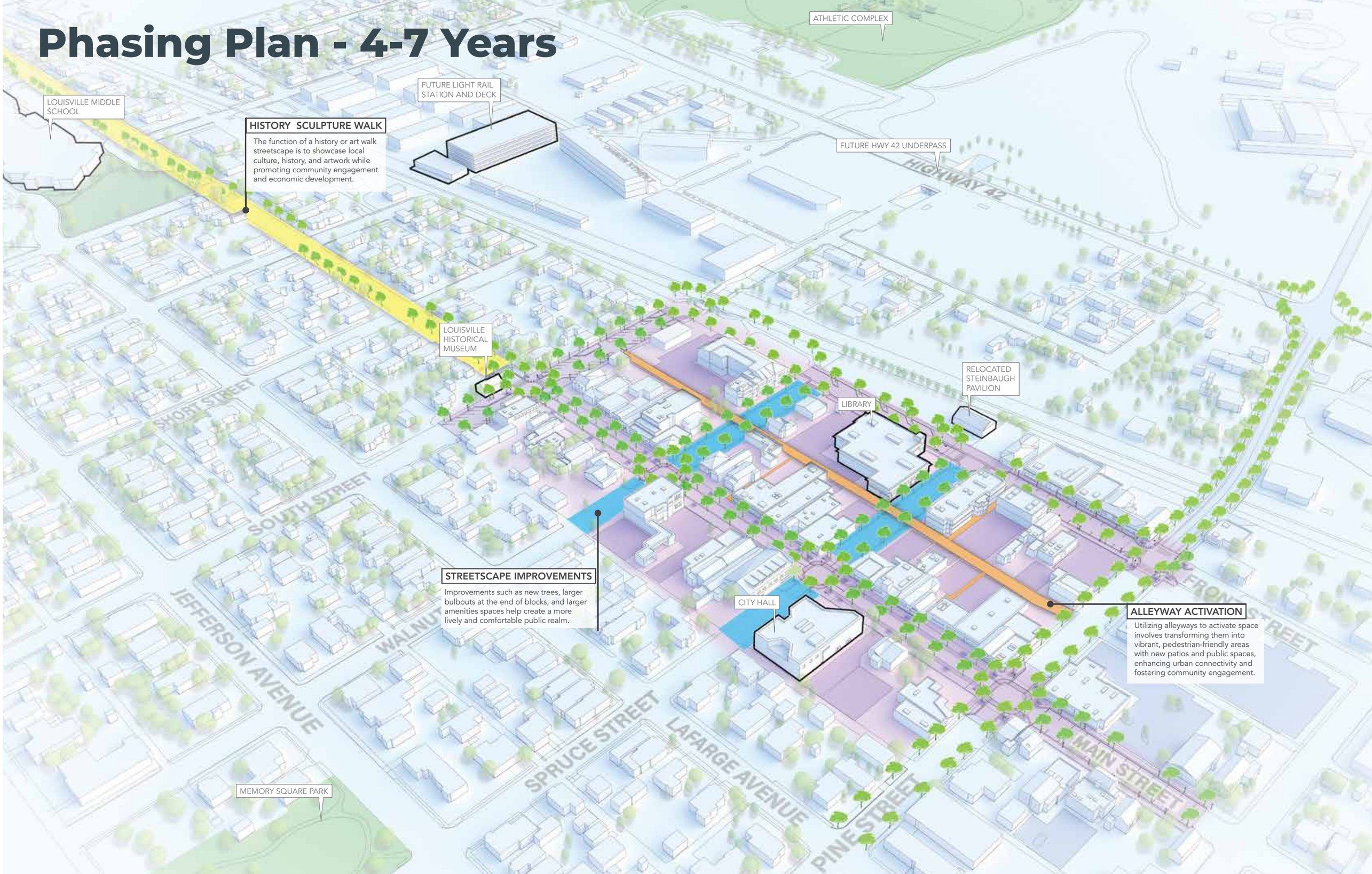
PINE STREET

MAIN STREET

FRONT STREET

MEMORY SQUARE PARK

Phasing Plan - 4-7 Years



Phasing Plan - 8+ Years

LOUISVILLE MIDDLE SCHOOL

FUTURE LIGHT RAIL STATION AND DECK

ATHLETIC COMPLEX

EXISTING TRAIL

FUTURE HWY 42 UNDERPASS

HIGHWAY 42

LOUISVILLE HISTORICAL MUSEUM

RENOVATED MUSEUM GARDEN

RELOCATED STEINBAUGH PAVILION

LIBRARY

CURBLESS STREET

Curbless streets prioritize pedestrians and cyclists while accommodating slow-moving vehicle traffic through design cues, without curbs, allowing for easy loading/unloading for trucks at specified times.

CITY HALL

RENOVATED CITY CALL PLAZA

MEMORY SQUARE PARK

SHORT STREET

SOUTH STREET

WALNUT STREET

JEFFERSON AVENUE

SPRUCE STREET

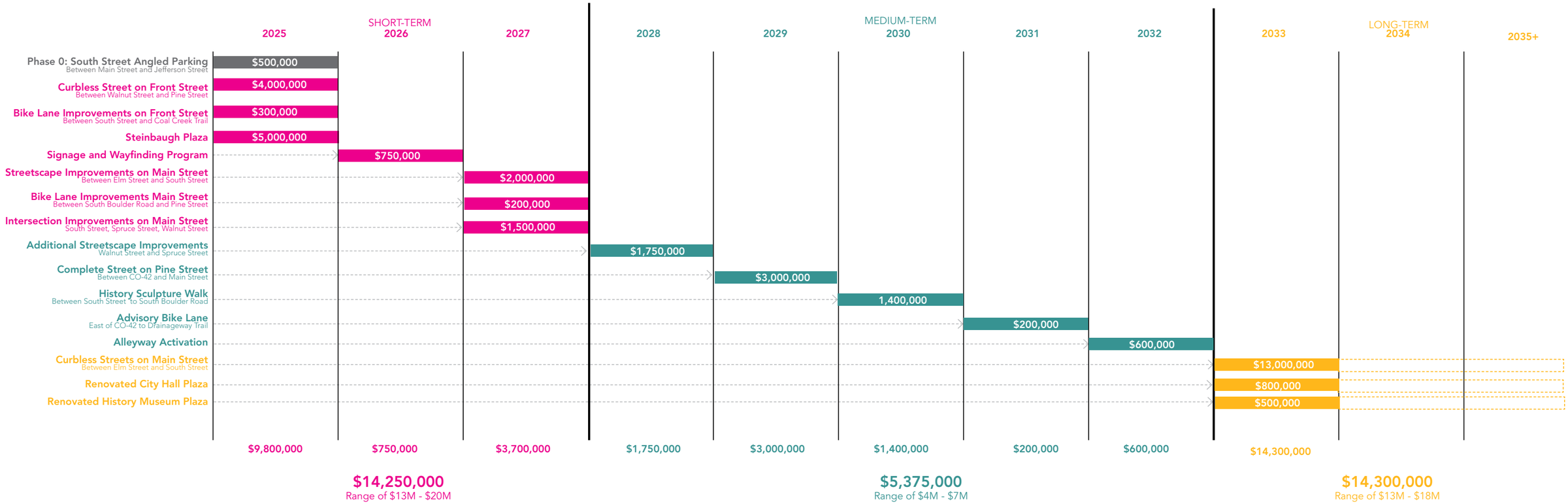
LAFARGE AVENUE

PINE STREET

FRONT STREET

MAIN STREET

Phasing Plan

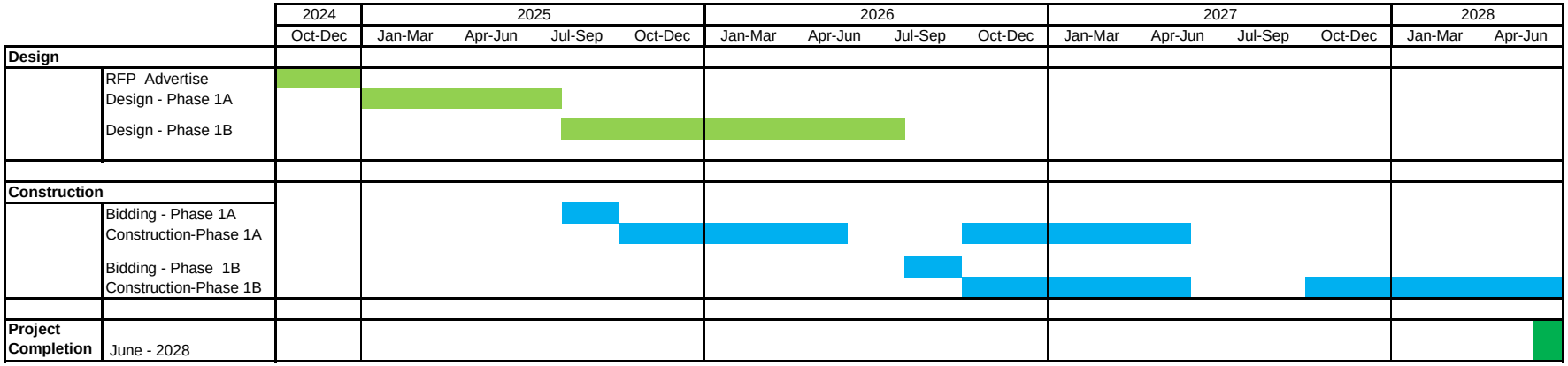


PHASE 1: 0-3 YEARS

PHASE 2: 3-8 YEARS

PHASE 3: 8+ YEARS

Louisville Downtown Vision Plan Draft Design/Construction Schedule



City of Louisville
COLORADO • SINCE 1878

LOUISVILLE REVITALIZATION COMMISSION

SUBJECT: **OCTOBER MEETING DATE CHANGE**

DATE: **SEPTEMBER 18, 2024**

PRESENTED BY: **VANESSA ZARATE, CECD, ECONOMIC VITALITY MANAGER**

SUMMARY:

The Economic Vitality Manager will be out of town at a conference on October 16th and will be unable to attend the regularly scheduled Louisville Revitalization Meeting in October. Staff is proposing we change the October meeting date to October 23rd, 2024.

FISCAL IMPACT:

There is no fiscal impact related to moving the October meeting date.

RECOMMENDATION:

Staff recommends the LRC move their October meeting date to October 23rd, 2024.

ATTACHMENT(S):

1. None.

City of Louisville
COLORADO • SINCE 1878

LOUISVILLE REVITALIZATION COMMISSION

SUBJECT: **STAFF UPDATES**

DATE: **SEPTEMBER 18, 2024**

PRESENTED BY: **VANESSA ZARATE, CECD, ECONOMIC VITALITY MANAGER**
AUSTIN BROWN, ECONOMIC VITALITY SPECIALIST

SUMMARY:
In the following, staff provides updates on recent activity related to economic vitality functions.

Disaster Preparedness Month
September is Disaster Preparedness Month and Economic Vitality Staff is partnering with the City's Recovery and Resilience team to prepare business focused promotion and information. While the month will focus on all forms of disaster preparedness for stakeholders in the City of Louisville, EV staff is working with staff to create business focused content to share, highlighting how businesses can best prepare for any type of emergency.

Partner Highlight
Manufacturer's Edge is Colorado's official Manufacturing Extension Partnership (MEP) Center and provides onsite support, strategy, planning, training and technical assistance to manufacturers of all sizes and industries. Manufacturer's Edge can act as a trade association, advocacy group and training entity for manufacturing businesses across Colorado. Manufacturer's Edge can provide small level grants, training and networking opportunities, process solutions and access to a wide network across Colorado and the nation.

ATTACHMENT(S):
None.