

October 30, 2024

Matt Post
City of Louisville
Planning Department
749 Main Street
Louisville, CO 80027

RE: 1155 PINE PUD (THE LOUISVILLE RAILYARDS)



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Dear Mr. Post,

We are pleased to present the planned development of the 0.236-acre property located at 1155 Pine St. The property is located at the northwest corner of the intersection of Pine Street and Courtesy Road (CO HWY 42). The property falls within the boundaries of the Highway 42 Revitalization Area Framework Plan and the boundaries established in the Design Handbook for Downtown Louisville. The property is currently zoned Commercial Community Zone District (CC). However, the building improvements to the property meets the threshold requirements for an automatic rezoning to the Residential Mixed Use Zone District (MU-R) per the Highway 42 Revitalization Area Comprehensive Plan Amendment. The Mixed Use Development Design Standards and Guidelines (MUDDSG) will be used to determine compliance with the MU-R zoning district.

1155 Pine St is located adjacent to the City of Louisville's Tolmeo Park, which was previously where railcars servicing the local mines would run on a section of curving railroad tracks. The Louisville Sanitation District used the land for a sanitary sewer main, and after the District was dissolved the City later beautified the property and dedicated it as a City park and the primary entry into downtown Louisville.

Currently, the 1155 Pine property consists of a single lot with one residential structure and two antique railcars placed on relocated railroad tracks. The residential structure reportedly dates back to 1900 for its original construction date, and a Historic Structure Assessment was completed in 2024 to determine its eligibility for a landmark status under Louisville's local historic preservation program. The two antique rail cars were placed on the property in 2023 after being saved from demolition on a nearby Louisville site. Existing access to the property is from a driveway on the southwest corner of the lot off of Pine Street.

The scope of work described in the proposed PUD includes:

- Relocation of the original historic 524 sf residential structure to the east by 5'-5".
- New 1,015 sf addition to the north of the original historic structure. The addition will be accomplished by moving a second historic structure to the property and connecting both structures with a subterranean corridor that opens on one side to a below grade courtyard. A walkable deck will be installed over the new subterranean space now under the main level of the expanded structure.
- New basement space will be included under the original structure and the new addition.

- Maintenance of the historic rail cars located on the east side of the property.
- Widening the drive access from 12'-4" to 20'-0". The location of the drive access on the property will remain relatively unchanged, and will continue to access Pine St.
- A separate application with Historic Preservation will include a landmark request, alteration certificate, and grant request for both the original structure and the new building addition.

The intended use for building is to be Live-Work. The original historic structure fronting Pine St will act as the "work" component with separate business entry through the front door along Pine St. The new addition and new basement extending below and between both buildings will act as the "live" component, and will be one dwelling unit.

The site's use will aim to be functionally low-impact on the surrounding area and neighborhood, yet provide a historic, quaint, warm visual 'welcome' to people coming into downtown at the East Gateway to Louisville. No phasing is planned with the project, and it is anticipated to be completed within 6-8 months after the approval of the required building permits.

Upon review of the MUDDSG, several sections stood out to be items of clarification and/or items not able to be met by the proposed development. Below is a list of those section identified for discussion:

1. Street and Block Design Standards.

- We are requesting relief from the entire Section 1 of the MUDDSG as it does not apply to this property or its development.

4.1. Off-Street Parking

3-or-more-bedroom unit Minimum: 2.0 spaces per unit. Professional and Business Office Minimum: 1 space per 500 square feet of GLA Maximum: 125% of minimum required spaces.

- 2 spaces are being provided for the residential component of the Live-Work use, and 2 spaces are being provided for the commercial component based on the requirements of the code. The spaces are arranged in tandem with two spaces per row.

5.1. General Connectivity Standards.

- An expansion of the existing sidewalk is being proposed from a 4' sidewalk to an 8' wide multi-use path that is intended to connect to the signalized crosswalk being proposed by the development to the east at 1303 Empire Road. The new path will be constructed across the City park property to the right-of-way at Hwy 42 / Courtesy Road.

5.5. Bicycle Parking Standards

Provide one (1) bicycle parking space for every ten (10) required off-street automobile parking spaces up to a total of twenty (20) bicycle parking spaces.

- A minimum of one bike parking space will be provided.



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6.3. Provision of On-Site Amenities

B. In addition, development on sites smaller than one (1) acre shall incorporate at least one (1) of the following on-site amenities or features, and developments on sites one (1) acre or larger shall incorporate at least two (2) of the following on-site amenities or features, as highly-visible, easily-accessible, focal points or gathering places for residents, employees, or other visitors to the development site.

The property will have a number of amenities and features for the residents and guests to enjoy, including: antique railcars which will be open at select times for tours available to the public, outdoor deck spaces, and a subterranean open courtyard. All amenities are highly visible, easy to access, and strong focal points and gathering places.

6.4. Buildings Adjacent to Outdoor Amenities. *Providing good public visibility of outdoor amenities is intended to encourage pedestrian use of on-site outdoor amenities, while at the same time enhancing the security of such places.*

- Same as above

7. Landscaping and Buffers

B. Applicability of Parking Lot Buffer Provisions. *In the MU-R and CC Districts, the perimeter of all surface parking lots adjacent to a public plaza, park, or public or private street (including alleys) shall be screened from view.*

- The perimeter of the parking will be screened on two sides by a privacy fence and one side by the building. The side open to the drive access will be impossible to screen, however it is set back toward the rear of the property as far as possible and tucked into the northwest corner. It is the least visible portion of the property. No waiver is being requested, and we are asking that the circumstances of the parking area qualify to comply with the intent of the code.

7.3. Parking Lot Landscaping.

B. Interior and Perimeter Parking Lot Landscaping.

1. Perimeter Landscaping. Except for the parking lot buffer required by subsection 7.1.B. above, perimeter parking lot landscaping is not required in the MU-R District.

2. Interior Parking Lot Landscaping. a. Applicability. The parking lot interior landscaping requirements shall apply to all new off-street surface parking lots with more than five (5) parking spaces and to existing lots that are expanded by more than twenty-five percent (25%) of existing spaces.

E. Spacing of Required Trees. One (1) tree shall be provided for every 300 square feet of internal landscaped area. (S)

- 1 tree will be provided per 300sf of landscaped area. ___ number of trees are being provided.

7.4. Building Site Landscaping.

1. Minimum Landscape Area

a. The minimum landscape area required within each building site shall be ten (10) percent in the MU-R District.

- 3,450 sf of landscaping is provided, which is 34% of the overall property area.

8.3. Building Setback and Height Transitions Required

B. Development Abutting Residential Zone District or Separated by Alley (Rear or Side Transition).

1. Required Building Setbacks. All buildings and structures on the MU-R or CC zoned property shall be setback a minimum of fifteen (15) feet from the rear property line of the R-L or R-M residential use. If the MU-R or CC zoned property abuts the residential use's side yard or property line (rather than its rear yard), the minimum setback for a building or structure on the MU-R zoned property shall be five (5) feet. The maximum building setback applicable in the zone district, as stated in Section 17.14.060 of the Zoning Ordinance, shall apply.

- We are requesting relief from the required 15' rear setback, and requesting a waiver to allow a 5' rear setback. The property directly to the north is located in the R-M zoning district, however a 20' wide drainage and irrigation easement runs along their south property line (1155 Pine's north property line). That easement will presumably remain in perpetuity and therefore is a permanent buffer to any adjacent development to the north by more than the required setbacks if both properties were to be rezoned as MU-R.

9. Architectural and Building Design.

9.3. Building Massing, Forms, Prominent Entries, and Pedestrian Scale. The policy, standards, and guidelines for building massing, forms, and pedestrian scale shall apply in the MU-R and CC Zone Districts.

B. Ground Floor Façade Design—Doors and Windows. The following standards shall apply to the facades of all buildings in the MU-R District.

1. Amount of Openings Required—Ground Floor Facades. In the MU-R Zone District, a minimum of thirty-five (35) percent of the total wall area of each street-facing ground floor building façade shall consist of pedestrian entrances (doors), windows, and/or vehicle entry drives. The thirty-five (35) percent shall be measured using elevation views of the building plan, and "ground floor" shall be measured from floor plate to floor plate.

- The original historic structure faces Pine St and is the front face of the development. Due to the building's historic nature and the owner's desire to obtain a landmark designation for this building, the front elevation of the building will remain the same insofar as the building is historically preserved. We are requesting a waiver to allow the total wall area with windows and door for the street facing facade to be 20% instead of the required 35%.

In review of Sec. 17.14.060 Table 3 of the Municipal code, there are three items where we are requesting relief through the waiver process:

Minimum Lot Width - 40ft

- The property is irregularly shaped and cannot accommodate the required minimum 40ft width, therefore we are requesting a waiver to allow the existing property footprint to satisfy the code requirements.



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Minimum Building Coverage - 40%

- The historic building and its addition by way of additional historic structure being moved to the site does not meet the minimum requirement. The original structure plus the addition and decks total 23.5% of building coverage on the site. We are requesting a waiver to allow 23.5% to satisfy the code requirements.

Building Height (Principal Buildings) - Minimum: 2 Stories and 35 feet

The historic building and its addition are both one-story structures. A historic landmark designation would not allow either structure to be altered to a 2-story structure, nor would that be compatible with the project's goals. We are requesting a waiver to not require a minimum two-story, 35 feet to satisfy the code requirements.



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Please contact me if you have any questions. Thanks!

Regards,

Andy Johnson, AIA