



DEVELOPMENT

January 20, 2022

To: City of Louisville

From: LCP Delo, LLC

Subject: Delo West Final Planned Unit Development (PUD) Amendment and Special Review Use (SRU)- Narrative, SRU Criteria and Rationales to the PUD Waivers

Dear City of Louisville Planning Department:

LCP Delo, LLC is submitting the Delo West Final Planned Unit Development (PUD) Amendment and Special Review Use (SRU). This letter specially references the Development Intent Narrative, the SRU Criteria responses, and the rationales to the PUD Waivers.

Delo West – Development Intent Narrative

LCP Delo LLC (dba LCP Development) is submitting the following application to amend the PUD for 1326-1398 Cannon Street, formerly known as Delo Lofts. The approved Delo Lofts PUD allows for construction of a single 33-unit apartment building and eight live-work townhomes units. The Delo West PUD, proposes amending the Delo Lofts PUD to allow for the construction of two 33-unit market-rate apartment buildings, as well as a 1,575 square foot free-standing commercial structure near the corner of Cannon St. and Griffith St. (the “Development”). The proposed Development includes 87 off-street parking spaces, including 27 carport spaces and 9 EV charging stations. There is also 23 on-street guest parking spaces for a total of 110 parking spaces for the Development.

LCP is seeking to amend the PUD in order match market demand with community needs for additional rental housing, while also achieving the neighborhood’s mixed-use zoning objectives through the construction of a free-standing commercial building.

The applicant believes the currently entitled live-work townhomes are not a viable use, and that additional market-rate apartments will better serve housing demand in the City. Not only will market-rate apartments provide housing to a greater number of community members, but the use is also more feasible from a constructability and marketability standpoint compared to live-work townhomes. On-site resident amenities have been thoughtfully programmed to activate the project, integrating with the neighborhood and the existing development.

In keeping with the mixed-use zoning, LCP is proposing a free-standing commercial building in the northwest corner of the site. The commercial building will not only enhance street activation, but will anchor the north end of the zone district with a commercial use. Honoring the historically industrial character of the neighborhood and its proximity to train tracks, the commercial building is proposed to be a metal-cladded, pitched roof structure. The building will function as a “calling card” for both the Development and neighborhood, expected to attract uses such as health & fitness,

food service, retail, or professional offices. As a free-standing building with private patio space, the building will be well positioned to attract quality users that can serve the public.

Careful consideration has been given to the approved PUD. The applicant's intention is to preserve many aspects of the approved plan, only amending the existing approval as needed to accommodate the modified uses. The Development will be complimentary to other recent projects in the neighborhood, continuing the successful transition of the area into a dynamic, mixed-use district.

Delo West – Special Review Use Criteria Response

The following Special Review Use Criteria are numbered below with responses in regards to the Delo West PUD.

- 1. The proposed use is consistent in all respects with the spirit and intent of the comprehensive plan and of this chapter, and that it would not be contrary to the general welfare and economic prosperity of the city or the immediate neighborhood;**

Yes, the land uses we are proposing are consistent with the spirit and intent of the Comprehensive Plan's Framework for the Downtown and Highway 42 Revitalization District. 1) Through providing mixed uses within the property by incorporating variety of residential unit types and 1,500 sf of commercial use. 2) While not having commercial ground floor space on the multifamily side, we do activate the street with large open windows and patios facing Cannon St. (and meeting the min. 35% of openings on the ground floor) and 3) We are adding human-scaled buildings with a base and top and plan undulations to create visual interest along the primary street.

- 2. That such use/development will lend economic stability, compatible with the character of the surrounding established areas;**

Yes, the proposed uses will lend economic stability by adding 58 market rate and 8 affordable residences and commercial use to activate the site and serve future tenants. The project is compatible with the adjacent residential area by staying within the 3-story height limit. The commercial building form relates to some of the older adjacent gable roofed homes north of Griffith St.

- 3. That the use/development is adequate for the internal efficiency of the proposal, considering the functions of the residents, recreation, public access, safety and such factors including circulation, storm drainage facilities, sewage and water facilities, grades, dust control and such other factors directly related to public health and convenience;**

Yes, the property and its uses function adequately for the residents by incorporating a connected pedestrian network on Cannon St. and into the site. The project is also designed to establish a connection of Cannon St to Highway 42 upon the future development of the adjacent property to help develop a complete street network per the Highway 42

Revitalization District Framework Plan. Utility, solid waste, storm water and water use are all to be designed to meet City and other jurisdictional requirements, guidelines and standards.

- 4. That the external effects of the proposal are controlled, considering compatibility of land use; movement or congestion of traffic services, including arrangement of signs and lighting devices as to prevent the occurrence of nuisances; landscaping and other similar features to prevent littering or accumulation of trash, together with other factors deemed to effect public health, welfare, safety and convenience;**

Yes, the external effect of the project takes in the consideration of safety and efficient movement of vehicles, bicycles, and pedestrians per the MUDDSG Guidelines. Including adding a detached sidewalk and extending the sidewalk to connect with the existing pedestrian landing located at the NE corner of Cannon St and E. Lafayette Lane and incorporating a diverse landscape palette of ornamental trees and shrubs. The project will also be providing trash receptacles and two separate trash enclosures.

- 5. That an adequate amount and proper location of pedestrian walks, malls and landscaped spaces to prevent pedestrian use of vehicular ways and parking spaces and to separate pedestrian walks, malls and public transportation loading places from general vehicular circulation facilities**

Yes, the project includes adequate pedestrian sidewalks connecting to existing walks along Griffith and Cannon Street adhering to the MUDDSG Sec. 5 Pedestrian and Bicycle Circulation. Internally the project provides connections to our central amenity area, our commercial area and to the on-site parking provided. While there are no current transit facilities, we are providing bike racks and a bicycle station for resident commuters.

Delo West – Rationales to PUD Waivers

- 1. Density from 20 DU/AC to 29.5 DU/AC (zoning allows for 45 units based on our acreage and requesting 66 units)**

Rational

Based on the references below, we feel this site plan and density represents a compact infill solution that serves the needs of future residents while providing onsite amenities, efficient land use, limited visual impact of parking, and is a great example of redevelopment, scale, and quality design. The site is also adjacent to commercial uses, downtown and future transit corridors helping it become a model for a multimodal and walkable community.

While both plans are based on RTD Fastracks, the new **State Highway 42 Study** (May 2021) is recognized as one of six BRT corridors identified in the Northwest Area Mobility Study reinforcing the previous plans. Whether it's RTD Fastracks or Highway 42 BRT corridor this density helps support and utilize future mobility options in Louisville.

C. In the City of Louisville Comprehensive Plan under the Framework of Downtown and The Highway 42 Revitalization District, the Design Standards for the Revitalization District reference the Highway 42 Framework Plan which mentioned above is 15-30 DU/AC or higher where deemed appropriate. The Highway 42 Revitalization District is grouped with the Downtown District where the scale and density might be more appropriate as 25 DU/AC or less, whereas the Highway 42 Revitalization District is more infill in nature and requires redevelopment as outlined in the Comprehensive Plans mentioned above. By applying the same standards to the Downtown and Highway 42 Districts, important distinguishing factors of the two districts are in conflict. The Delo West PUD follows the general density guidelines referenced in the Comprehensive Plan, while recognizing the fundamental framework of the Highway 42 Revitalization plan.

D. Zoning Section Sec. 17.14.030. - Establishment of MU-R mixed use zone district:

A. Residential mixed use zone district (MU-R): The residential mixed use (MU-R) district is intended to implement the residential mixed use land use and planning goals depicted and discussed in the **Highway 42 Revitalization Area Plan**. The Delo West PUD meets the original intent of the Highway 42 Revitalization Area Plan and provides for greater density to service the needs of residents and transit commuters.

E. Inclusionary Housing - The additional density allows the project to provide a meaningful number of affordable rental units. Consistent with the requirements under Chapter 17.76 of the Code, the project will provide eight (8) units (12% of units) which will be rent restricted units. By increasing the density, we are adding an additional three (3) affordable units that would otherwise not be feasible.

2. Requesting waiver under Sec. 17.14.060 per Table 3 requiring a minimum of a 2 Stories and a height of 35'-0", to allow a 1.5 story building at 25'-0" for commercial use.

Rational

A. Creates transition to Little Italy neighborhood to the north which is filled with one-story and two-story single-family residences. By stepping down the height of the structure along Griffith St, the project creates a more natural transition into the lower density Little Italy neighborhood.

- B. The gabled roof building has a maximum height of 25'-0" and is intended to accommodate a commercial user. The height of the building allows for a second floor and/or mezzanine space to be constructed as needed by the end user. When viewed from the exterior, the building will visually appear to have the scale of a two-story building due to the height and design of the structure.

3. Retaining Walls greater than 3' in height:

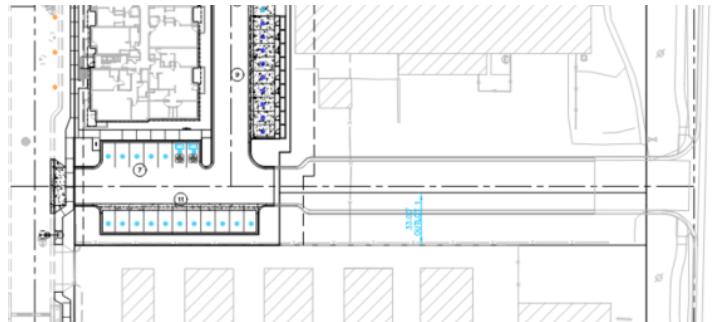
Rational

- A. Being only 130 feet in width, this project is fairly small with not much room for grade relief. Due to the proposed access drives off Cannon, the nature of the proposed buildings and the integrity of maintaining the historic drainage patterns, the project is required to remain relatively flat all while draining to the west.
- B. Due to the grade differential between the existing grade east of the Site and the grade of Cannon Street, the retaining walls are currently required. We are hopeful that with the development of the parcel to the east, there's a possibility the walls could be reduced or somewhat buried with future fill, although that is unknown at this time. Historically, the majority of the adjacent property drains east, therefore we would anticipate that site to be raised, at least slightly, along its western edge to make the drainage function properly.

4. Access drive off Cannon Street's proximity to existing access drive for DeBorski:

Rational

- A. The proposed location of this access drive aligns with the existing access drive off Highway 42. There was a previously platted outlot on the adjacent property (Outlot 1 – see below) which was originally established to provide a private roadway connecting Cannon Street to Highway 42. However, the location of Outlot 1 does not align with the existing access location off Highway 42. We have aligned our access drive off Cannon to make this intended connection happen in the future, with the development of the Boom property. An anticipated roadway profile for this is shown as Section E on the grading cross sections, submitted to the City by separate document. We are actively working with the adjacent owner to negotiate an access and maintenance agreement to allow for this private roadway upon the future development of the neighboring property.



- B. The existing access drive off Cannon for the DeBorski property to the south serves as that property's emergency or secondary access. This driveway is gated and locked, except for the rare occasion it is in use. Due to significant existing grade constraints with the DeBorski property, the two accesses cannot be combined.

Thank you for your review and consideration. Should you have any questions regarding the Delo West Final Planned Unit Development Amendment and Special Review Use, please contact Stacia Gebers at (720) 749-2230, or by email at sgebers@lcpdevelopment.net.

LCP Delo, LLC

A handwritten signature in black ink that reads "Stacia Gebers". The script is cursive and fluid.

Stacia Gebers
Authorized Representative