

May 17, 2022

Elizabeth Kay Marchetti

City of Louisville
Planning & Building Safety
749 Main Street
Louisville, CO 80027



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RE: PUD Application for 932 Main Street

Dear Ms. Marchetti,

1002 Walnut LLC is seeking approval to build a 5,534 sf, net leasable, two-story commercial building with a subterranean basement level at the referenced address. The intent of this building will be to house an upper level executive office and a main level retail space. Building amenities would include a lobby area, deck spaces, wait areas, elevator, and partially covered parking. All common building amenities are intended for building occupant use only - no public access, except for the parking area.

The main level will contain an office lobby area, conference space, and wait areas for the office portion of the building; and, leasable retail space for the majority of the main level. The upper level will contain a single open work space with a kitchen and smaller office/conference areas. The upper level will also have (2) outdoor spaces of varying sizes. The subterranean basement will contain storage areas for the office and retail spaces. The basement will also be home to bike storage and a bathroom with a shower for office employees who commute by bike or exercise during the day. There will be (2) main level entries off of Main Street to access the office and retail spaces. Both spaces will have additional service entries at the rear of the building.

Adhering to the regulations set forth in the 'Transition' zone, the project will adhere to the zero setbacks at sides and 20' at rear. For the front (Main Street) setback, we are proposing 8' in order to support the average alignment of front facades on the block. Building heights will range from 28'-1 ¾" at the lowest point above grade to 32'-11 ½" at the highest point above grade with an average height of 30'-6 ½".

Parking for the property will have 10 new (partially covered) outdoor parking spaces, 2 of which will be EV ready. The building area used for the parking calculations is 5,534 sf after exclusions, which yields 12 required parking spaces. We are requesting a waiver through the PUD process for a fee-in-lieu of 2 stalls.

Additionally, this application is requesting (1) Main Street ADA stall to be built as a part of the construction of the building, however the new ADA parking space does not count toward the overall required parking count.

The project's landscaping areas are minimal but the design will maximize the opportunities. Material will be quality and the layout refined. Additional planters are proposed on the rear deck. All to be irrigated by domestic water line.

The design of this project intends to adhere to the Downtown Design Handbook while at the sametime provides a current interpretation of historic precedent. Some of these architectural solutions include:

- The reduction of overall perceived massing: The building will have a distinguished 31' wide primary facade and 15' wide secondary facade. This will minimize the apparent width of the building. The North side of our project, closest to residential, the massing will step down in elevation to reduce the building scale. This will create (2) distinct volumes, in height, width and materials, which will minimize the perceived overall mass of the project. The proportions of these facades will be well organized into simple 1:1 and 1:2 relationships.

Both the primary and secondary masses of the building have been simplified with rectilinear footprints. The project's proposed design will have narrow, symmetrical side yards, indicative of historic downtown commercial buildings.

The project proposes pushing the upper level facade of the main volume back as a balcony space. This will create the perception of a single story at the sidewalk edge.

Additionally, the project will have a deck on the rear of the building, facing the alley. These (2) architectural 'moves' will make for highly articulated facades, thus avoiding a solid 2-story 'wall'.

- Clear functionality: The main level of the primary portion of the building will house the retail space. Indicative of historical conditions, the project proposes a centered, recessed entry condition off the sidewalk. The secondary (North) portion of the building will be the access point to the office space and have a separate entry. This is consistent with historic conditions for vertical circulation accessing upper floors. Both entries will have concrete landing pads to accommodate building accessibility but also to simulate a 'porch'. The project additionally intends to create a patio for



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sidewalk seating along the retail front. It is hoped that this will encourage pedestrian traffic North from the downtown Core.

As mentioned previously, the project will introduce a balcony at the front and deck at the rear to provide visual interest and human scale. The front balcony in particular is typical of historic storefronts with upper level set backs.



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- Quality architectural articulation: The project proposes an upper level, framed pergola that will align with the front facade. This strategy will not only provide for solar shading, it will also gesture at the 2-story facades found in historic commercial buildings.
This project proposes flat roofs on both masses with overall lengths typical for historic commercial buildings. These roofs will be a membrane type with light-colored, matte, non-reflective surfaces.

The building's detailing will be simple and sympathetic to the scale and location of traditional building details. These details will have a simplified, contemporary interpretation of its historic predecessors. The proposed window strategy at the street (front) facade is intended to mimic main level retail and second level 'punched' conditions found in "Main Street" historic buildings.

Materials being used on the building include: exposed, natural gray concrete; mill finished steel; clear glass windows and doors; metal panel, aluminum store-front, and wood-grained resin planks siding to mimic wood siding.

Please contact me if you have any questions.

Regards,

Andy Johnson, AIA