

ELECTRONIC LAND USE HEARING REQUEST

CASE NO. _____

APPLICANT INFORMATION

Firm: _____

Contact: _____

Address: _____

Mailing Address: _____

Telephone: _____

Fax: _____

Email: _____

OWNER INFORMATION

Firm: _____

Contact: _____

Address: _____

Mailing Address: _____

Telephone: _____

Fax: _____

Email: _____

REPRESENTATIVE INFORMATION

Firm: _____

Contact: _____

Address: _____

Mailing Address: _____

Telephone: _____

Fax: _____

Email: _____

PROPERTY INFORMATION

Common Address: _____

Legal Description: Lot _____ Blk _____

Subdivision _____

Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- ☐ Annexation
- ☐ Zoning
- ☐ Preliminary Subdivision Plat
- ☐ Final Subdivision Plat
- ☐ Minor Subdivision Plat
- ☐ Preliminary Planned Unit Development (PUD)
- ☐ Final PUD
- ☐ Amended PUD
- ☐ Administrative PUD Amendment
- ☐ Special Review Use (SRU)
- ☐ SRU Amendment
- ☐ SRU Administrative Review
- ☐ Temporary Use Permit: _____
- ☐ CMRS Facility: _____
- ☐ Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

I hereby request the public hearing(s) on this application be scheduled to be conducted by Electronic Participation in accordance with the attached Resolution No. 30, Series 2020, as adopted by the City Council on April 7, 2020, and in accordance with Resolution No. 38, Series 2020, as adopted by City Council on June 2, 2020 if such hearing(s) can be scheduled during a time period when in-person meetings are not being held due to a health epidemic or pandemic. I acknowledge that holding a quasi-judicial hearing by Electronic Participation may present certain legal risks and involves an area of legal uncertainty, and that having this application heard at a meeting held by Electronic Participation is optional and undertaken at my own risk. I also understand that in-person meetings are preferred for quasi-judicial hearings, and that even if electronic hearing(s) are scheduled, this application will be heard at an in-person meeting if in person meetings have resumed by the scheduled hearing date(s). I further agree to defend and indemnify the City of Louisville in any action that may arise out of, or in connection with, conducting the hearing by Electronic Participation.

SIGNATURES & DATE

Applicant: _____

Print: _____

Owner: _____

Print: _____

Representative: _____

Print: _____

CITY STAFF USE ONLY

- ☐ Electronic Hearing Approved: _____
- ☐ Date(s) of Hearing(s): _____

WARE MALCOMB

ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

March 14, 2025

Attention: Rob Zuccaro
Director of Planning and Building Safety
City of Louisville
749 Main Street
Louisville, Colorado 880027

Re: Redtail Ridge PUD-1 South – Project Narrative

Dear Mr. Zuccaro,

Sterling Bay (Developer/Applicant) is proposing to develop PUD-1 South of the greater Redtail Ridge Property into two Class A Industrial/ Warehouse Buildings. This PUD is proposed to include Industrial Building A at approximately 95,377sf and Industrial Building B at approximately 143,705 sf.

Both Buildings will have a clear height of 28' from finish floor to bottom of structure and be constructed using tilt up concrete with punched openings for aluminum storefront windows, and steel framed accent framing identifying future tenant entries. The colors and finishes are designed to work cohesively with other buildings in the Redtail Ridge Development. Variations and articulation in the form and finish of the concrete wall panels is provided with a variety of colors and finishes including clear coat raw concrete and corrugated concrete form liner. Large expanses of glass and varied materials set these buildings apart from similar developments in the surrounding area. The purpose and use of the buildings is to support storage, office and manufacturing needs for national and regional users. This PUD will also include pedestrian connections and outdoor amenity patios for future tenant use. We are also referencing this PUD as PUD-1 South in our master plan.

It is proposed to comply with the Redtail Ridge Subdivision Improvements and Development Agreement (SIA).

SIA Exhibit H - Sustainability

We request that the sustainability reports be provided at building permit submission and not part of the PUD submission, the current design is only at a schematic level and MEP systems are still in design, so it is too early to be providing a full sustainability report, as we are currently designed at a cold shell and core level.

We appreciate your time and effort in reviewing our PUD package and we look forward to discussing the project with you further.

Sincerely,

Isaac Sawatzky
Project Manager, Ware Malcomb

MEMORANDUM

To: City of Louisville, Public Works Department

From: Cassie Slade, P.E., PTOE

Date: March 13, 2025

Project: Redtail Ridge

Subject: PUD 1 South Traffic Conformance Letter

The Fox Tuttle Transportation Group has prepared this traffic conformance letter for the proposed development of industrial use located in the Industrial District of the Redtail Ridge development in Louisville, Colorado. The site is located northwest of the intersection of Rockcross Drive and Sorrel Avenue, as shown on **Figure 1** at the end of this memorandum. PUD 1 South of Redtail Ridge plans to include two (2) industrial buildings for a total of 239,082 square feet (sf) of industrial space. Concurrent with PUD 1 South, Rockcross Drive will be built from Northwest Parkway west to Road C, as well as Sorrel Avenue north to Road B, and Road C west from Sorrel Avenue to Rockcross Drive. It is understood that there will be three (3) full movement accesses on Road C to support mobility and accessibility to PUD 1 South buildings.

The purpose of this "traffic conformance letter" is to determine if the proposed use of PUD 1 South is significantly different than the trip generation assumptions for this site as analyzed in the "Master" study and to identify if additional traffic analysis is necessary.

Comparison to Master Traffic Study

A **"Master" Transportation Study¹** (MTS) was previously prepared for the entire Redtail Ridge development that will include a mix of industrial, GMP, life science, office, research and development, retail, hospital and medical office uses. The two (2) buildings within PUD 1 South were assumed to be industrial uses in the MTS. Development staging in the MTS was done in phases by horizon years rather than specific PUD lots, and PUD 1 South was included within Phase 1 of the MTS. Phase 1 of the MTS assumed a total development of 509,260 sf of industrial, 300,000 sf of life science and

¹ Redtail Ridge Traffic and Mobility Study¹. Fox Tuttle Transportation Group, LLC. July 2024 (updated).

598,940 sf of GMP space by Year 2025. The proposed PUD 1 South uses are consistent with uses assumed in Phase 1 of the MTS with additional development anticipated beyond PUD 1 South in Phase 1. **The plan for PUD 1 South is consistent with the land uses and roadway needs in the MTS.**

Trip Generation

To establish the volume of trips associated with the proposed project, the data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual*² for the appropriate uses was applied. The proposed land use is estimated to mostly be new trips, known as ‘primary trips’, which is discussed below:

Primary Trips. These trips are made specifically to visit the site and are considered “new” trips. Primary trips would not have been made if the proposed project did not exist. Therefore, this is the only trip type that increases the number of trips made on a regional basis.

Non-Auto Trips. These trips are those that are completed by walking, biking, or transit. The existing transit service will provide employees the opportunity to travel to/from work by bus rather than a personal vehicle. The planned bicycle network throughout Redtail Ridge will provide high-comfort bicycle connections to bicycle facilities near the site. The development plans to use transportation demand management (TDM) to encourage carpooling and other modes to reduce the number of single-occupant vehicle (SOV) commute trips. A non-SOV reduction of 12% was applied for all uses within Redtail Ridge.

Multi-Use (Internal) Trips. These trips are internal from one land use or building to another within the site boundaries. For example, an office patron may also use a retail store or restaurant in one vehicle trip to the site. Multi-use or multi-purpose trips typically do not affect the exterior site access points, nor add any additional traffic volumes to the adjacent street network. For this project it is projected that the small retail uses on the site will be focused on serving the office and industrial employees of the project and most (75% estimated) of the trips accessing them will be on-site or internal trips. The other end of these internal trips were attributed to the office and industrial employees and resulted in a 3% reduction for those uses. Based on this approach, the multi-use factors applied for this project were assumed to be 3% for industrial and office uses and 75% for the retail uses.

Table 1 summarizes and compares the trip generation estimated for these buildings of the MTS and the PUD 1 South site plan for weekday daily, weekday AM and weekday PM peak periods.

² *Trip Generation Manual*. 11th Edition. Institute of Transportation Engineers. Washington, DC. 2021.

Redtail Ridge: PUD 1 South
Traffic Conformance Letter
 March 13, 2025

Table 1. Trip Generation Summary and Comparison

	Land Use	Size	Unit	Non-SOV	Internal Capture	Net Reduction Factor	Average Weekday Trips		Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
							Rate	Total	Rate	Total	In	Out	Rate	Total	In	Out
MTS	#130 Industrial Park	198.00	KSF	12%	3%	85%	*	1,143	0.4	68	55	13	0.4	68	14	54
		198.00	KSF			Subtotal		1,143		68	55	13		68	14	54
PUD 1 South	#130 Industrial Park	237.2	KSF	12%	3%	85%	*	1,256	0.4	81	66	15	0.4	81	17	64
		237.20	KSF			Subtotal		1,256		81	66	15		81	17	64
Difference in Trips (PUD 1 vs. MTS)								113		13	11	2		13	3	10

* ITE Equation: $EXP(0.52 \cdot LN(X)) + 4.45$

PUD 1 South is estimated to generate slightly more trips for that space as expected in the MTS, with an increase of 13 trips in the AM and PM peak hours. Land uses and trip generation of PUD 1 South are aligned with the assumed use in the MTS, with an increase in square footage (19.8% difference) for these two buildings. It should be noted that the overall square footage in Phase 1 under the current proposal is actually slightly less than shown in the MTS. The capacity analysis in the MTS indicated the study intersections would operate acceptably (LOS D or better) with the full Phase 1 development and associated roadway improvements. The updated PUD 1 South volume adds 9 or fewer trips to any individual movement, so therefore it is expected that the study intersections will operate acceptably with the PUD 1 South trips.

Proposed Access

With the construction of PUD 1 South, internal roadways will be constructed as planned for Phase 1 of the MTS:

- Rockcress Drive: built west from Northwest Parkway to Road A.
- Sorrel Avenue: built from Rockcress Drive to Campus Drive.
- Road C: built from Rockcress Drive to Sorrel Avenue.
- Road B: built from Road A to Sorrel Avenue.
- Road A: built from Rockcress Drive to Campus Drive.

Access from the PUD 1 South buildings will be provided exclusively to Road C. Three (3) full movement side-street stop-controlled access intersections are planned on Road C. The proposed site plan including access locations is shown in **Figure 2** at the end of this memorandum.

An estimate of traffic entering and exiting the accesses was performed, based on the site plan, truck and vehicle distribution was assigned to an access point based on the building use and square footage accessible from each access. Vehicle distribution through the street network used the same distribution assumption for external trip origins and destinations that were used in the MTS.

The added trips generated by PUD 1 South at public street intersections are shown in **Figure 3**. The trips generated by PUD 1 South in the MTS are shown in **Figure 4**. Comparing **Figure 3** and **Figure 4**, PUD 1 South is expected to generate slightly more trips as are expected from that space in the MTS. The trips generated by PUD 1 South are fewer than the trips generated by the total expected in Phase 1, and therefore are expected to be accommodated by the planned roadway network found to function acceptably with the complete traffic volume anticipated for Phase 1.

Travel Demand Management

Some physical infrastructure components of the project travel demand management (TDM) are being implemented with PUD 1 South. Pedestrian connections will be built to PUD 1 South from the surrounding roadways and facilities, including paths to internal parks both east and west of the two industrial buildings in PUD 1 South. This network will provide a comfortable connection between the PUD 1 South buildings and multimodal amenities such as the circulator shuttle stops and showers and changing facilities for bicycle commuters.

**Redtail Ridge: PUD 1 South
Traffic Conformance Letter**

March 13, 2025

Conclusions

The plan for PUD 1 South of Redtail Ridge is consistent with the land use assumptions of the MTS for the parcel with a slight increase in industrial use. PUD 1 South is expected to generate slightly more trips as expected in that space in the MTS. Access points to PUD 1 South are similar to the planned roadways and access in the MTS and are expected to distribute traffic to public streets consistent with the assumptions in the MTS. **It is anticipated that the planned roadway network and intersections can accommodate PUD 1 South trips without the need for additional analysis or mitigation measures since it is consistent with the MTS.**

Hopefully the contents of this memorandum are helpful. If you have any questions, please give me a call.

Sincerely,

FOX TUTTLE TRANSPORTATION GROUP, LLC



Cassie Slade, P.E.,PTOE
Principal





PUD 1 Area



LIFE SCIENCE DISTRICT WEST

Tot. Life Sciences Building Area (SF) 274,135

Total Parking Stalls 825
Avg. Parking Ratio per 1K GSF 3

GMP / INDUSTRIAL DISTRICT

GMP Building Area (SF) 462,804
Industrial Building Area (SF) 612,400
Total District Building Area (SF) 1,075,204
Total Parking Stalls 2,220
Avg. Parking Ratio per 1K GSF 2.09

LIFE SCIENCE DISTRICT EAST

Tot. Life Sciences Building Area (SF) 165,000

Total Parking Stalls 492
Avg. Parking Ratio per 1K GSF 3

R&D DISTRICT

Tot. R&D Building Area (SF) 117,820

Total Parking Stalls 390
Avg. Parking Ratio per 1K GSF 3.3

OFFICE DISTRICT

Total Office Building Area (SF) 342,484
Total Parking Stalls 1,435
Avg. Parking Ratio per 1K GSF 4

AMENITY/ LIFE SCIENCES

Life Science Building Area (SF) 102,621
Amenity Building Area (SF) 15,540
Total District Building Area (SF) 118,161

Total Parking Stalls 398
Avg. Parking Ratio per 1K GSF 3.36

HOSPITAL

Total Building Area 435,600

TOTAL SITE DEVELOPMENT

Total Building Area (SF) 2,542,387



Perkins&Will

TRYBA ARCHITECTS



FOX TUTTLE

TRANSPORTATION GROUP

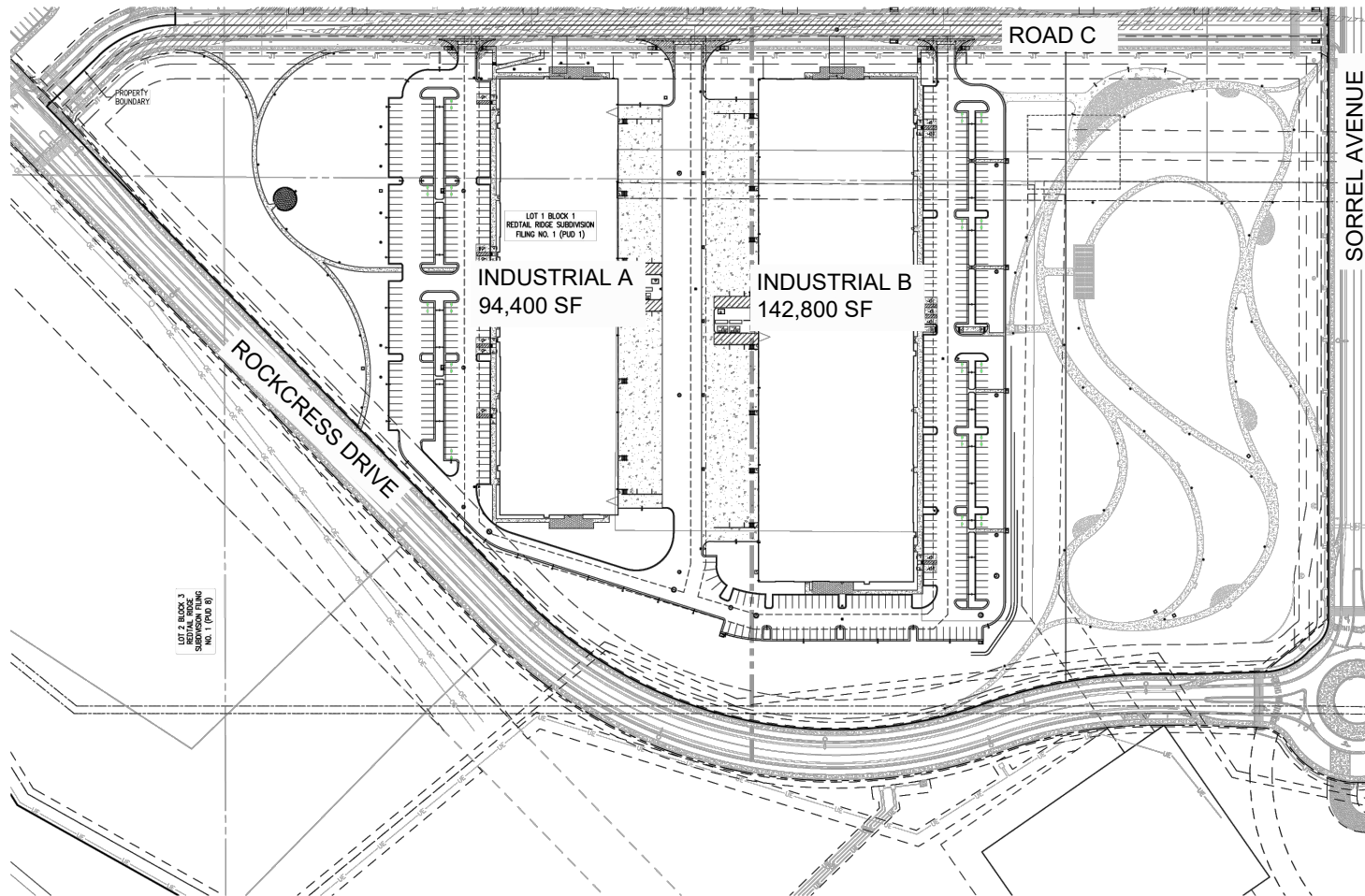
REDTAIL RIDGE PUD 1 SOUTH CONFORMANCE
PUD 1 SOUTH AREA

FT Project #	19055	Original Scale	NTS	Date	3/13/2025	Drawn by	SKK	Figure #	1
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REDTAIL RIDGE FILING NO. 1

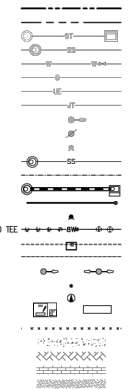
PLANNED UNIT DEVELOPMENT

LOT 1 BLOCK 1 & LOT 2 BLOCK 1



LEGEND:

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- EXISTING STW SEWER W/WH AND INLET
- EXISTING SANITARY SEWER W/WH
- EXISTING WATER LINE W/ VALVE
- EXISTING GAS LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING JOINT TRENCH
- EXISTING STREET LIGHT
- EXISTING TELEPHONE POLE
- EXISTING FIRE HYDRANT
- PROPOSED SANITARY SEWER W/WH
- PROPOSED SANITARY SERVICE W/CLEAN OUT
- PROPOSED STORM SEWER W/ WH AND INLET
- PROPOSED LANDSCAPE DRAIN W/ INLET
- PROPOSED FIRE HYDRANT
- PROPOSED 8" WATER MAIN W/ BENDS, VALVE, AND TEE
- PROPOSED WATER SERVICE W/METER
- PROPOSED FIRE SERVICE
- PROPOSED STREET LIGHT
- PROPOSED PEDESTRIAN LIGHT
- PROPOSED BUILDING ENTRANCE
- PROPOSED TRANSFORMER AND GENERATOR
- ABANDON EXISTING UTILITY LINE
- PROPOSED CONCRETE
- PROPOSED CONCRETE PAVERS
- PROPOSED PORCELAIN PAVERS
- PROPOSED CRUSHER FINES



ABBREVIATIONS

BLDG	BUILDING
C&G	CURB & GUTTER
CONC	CONCRETE
DOB	DOWNPOUT
DUL	DRY UTILITY LANE/MENT
ELC	ELECTRIC
EMT	EMBANKMENT
EX	EXISTING
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FL	FLOW LINE
GV	GAS VALVE
HT	HEIGHT
IMP	IMPROVEMENT
N	NORTH NORTHINGS
PE	PEDESTRIAN
PL	PROPOSED
R/W	RIGHT-OF-WAY
RMS	RIDGE AND MAINTENANCE LANE/MENT
SS	SANITARY SEWER
STM	STORM
TYP	TYPICAL
UG	UNDERGROUND
WAT	WATER



SCALE: 1" = 100'

REVISION DATE:

ISSUE DATE: ##-##-202#

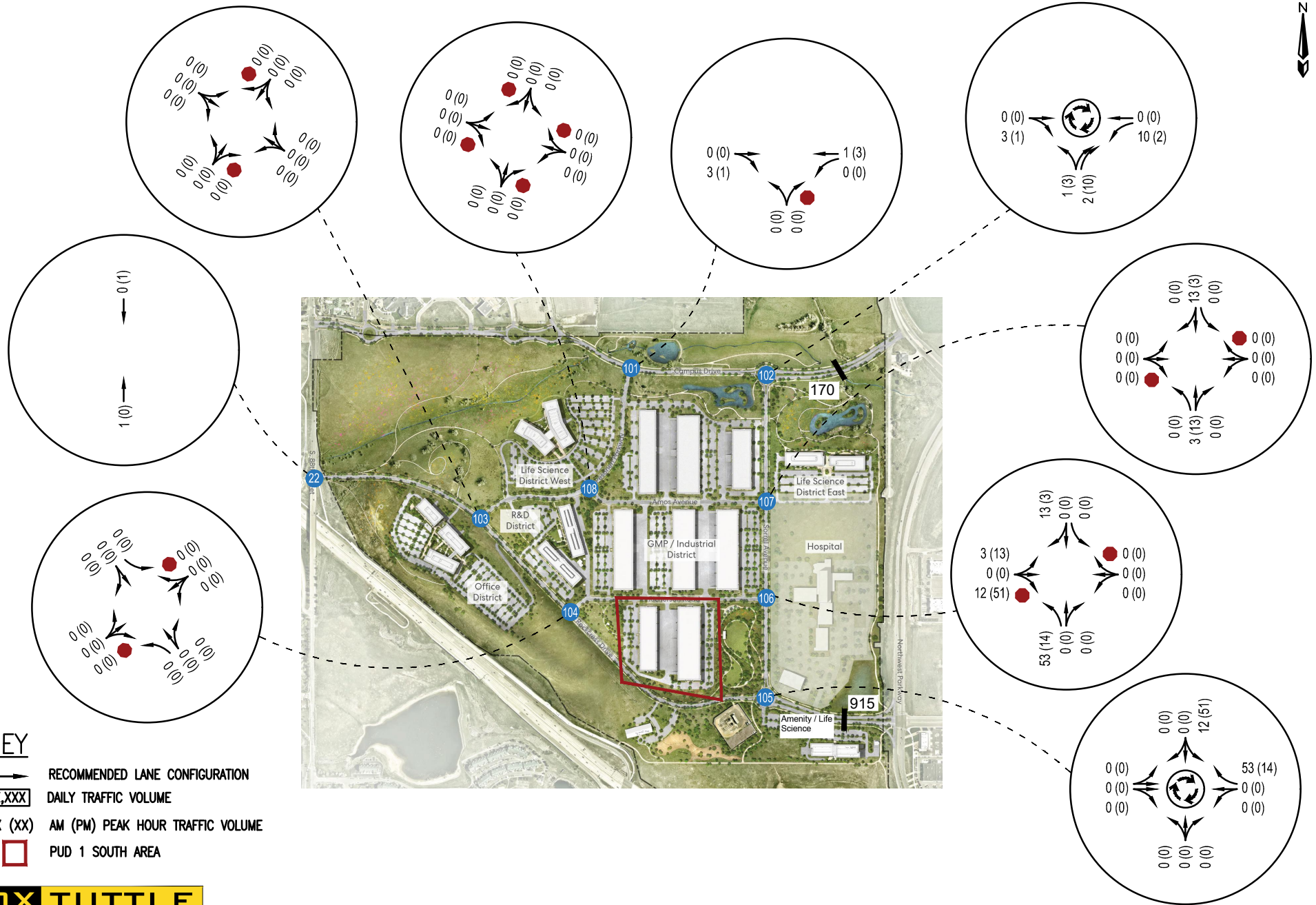
OVERALL SITE PLAN
SHEET 2 OF 36

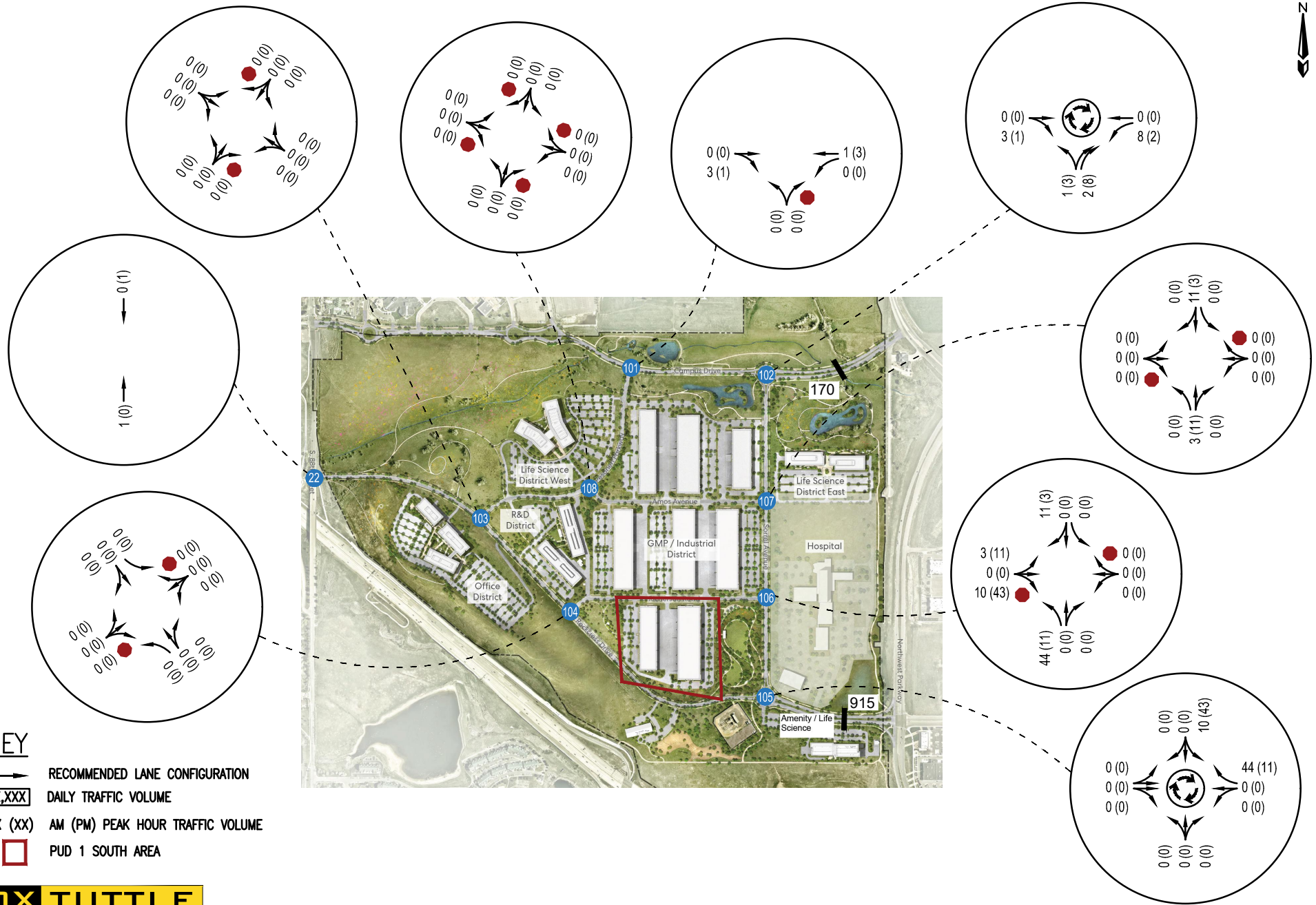
REDTAIL RIDGE PUD1 SOUTH

FOX TUTTLE
TRANSPORTATION GROUP

REDTAIL RIDGE PUD 1 SOUTH CONFORMANCE
PUD 1 SOUTH SITE PLAN

FT Project #	19055	Original Scale	NTS	Date	3/13/2025	Drawn by	SKK	Figure #	2
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KEY

- RECOMMENDED LANE CONFIGURATION
- [X,XXX] DAILY TRAFFIC VOLUME
- XX (XX) AM (PM) PEAK HOUR TRAFFIC VOLUME
- PUD 1 SOUTH AREA



REDTAIL RIDGE PUD 1 SOUTH CONFORMANCE
MTS - PUD 1 SOUTH AREA GENERATED TRIPS

FT Project #	19055	Original Scale	NTS	Date	3/13/2025	Drawn by	SKK	Figure #	4
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WARE MALCOMB

ARCHITECTURE
PLANNING
INTERIORS

CIVIL ENGINEERING
BRANDING
BUILDING MEASUREMENT

March 14, 2025

Rob Zuccaro,
Director of Planning and Building Safety
City of Louisville
749 Main Street
Louisville, CO 80027

RE: Redtail Ridge PUD-1 South Waiver Requests

Dear Mr. Zuccaro,

The intent of this letter is to request a waiver from certain elements of the Commercial Development Design Standards and Guidelines (CDDSG) and Louisville Municipal Code according to the formal process as defined in the Louisville Municipal Code and required by the Conoco Phillips Campus General Development Plan. Sterling Bay (Developer/ Applicant) is proposing to develop PUD-1 South of the greater Redtail Ridge Property into Class A Industrial space. This requires buildings that allow the flexibility for future tenants to operate in everything from standard warehousing and associated office to technical manufacturing processes. Below is our waiver request from specific sections of the CDDSG.

4.5.1.H – Building Materials

Standard: Painted metal, painted concrete, plain unfinished concrete block or large expanses of unarticulated stucco are not acceptable materials.

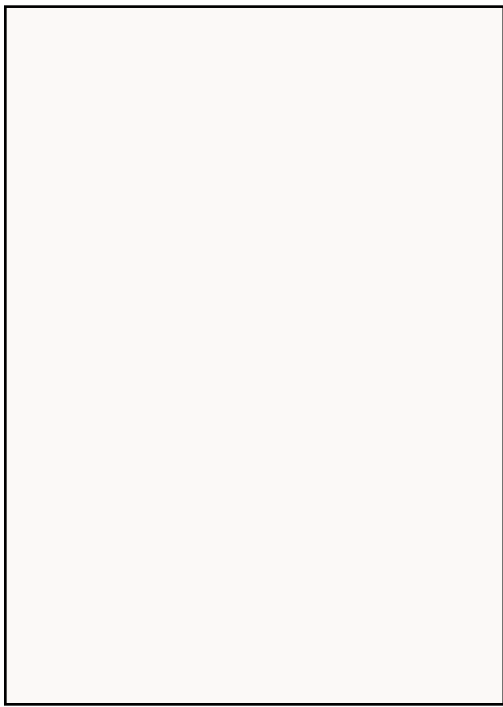
Proposed: The buildings are proposed to be constructed using tilt-up concrete wall panel. The main finish material on the concrete wall panels for these buildings is a high-quality durable paint. Sections of those wall panels near the tenant entry points have further variation with a corrugated concrete form liner finished in a warm accent color. The project is also proposing to use a raw concrete look on select accent sections of the exterior concrete wall panels to align with a cohesive natural palette developed with other buildings proposed in the Redtail Ridge Campus.

Thank you for your time and effort in reviewing these requests and we look forward to working with you and your team as this project progresses.

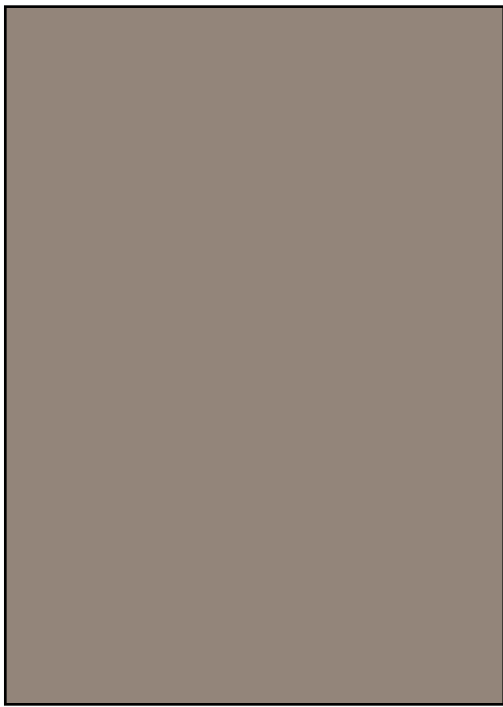
Sincerely,



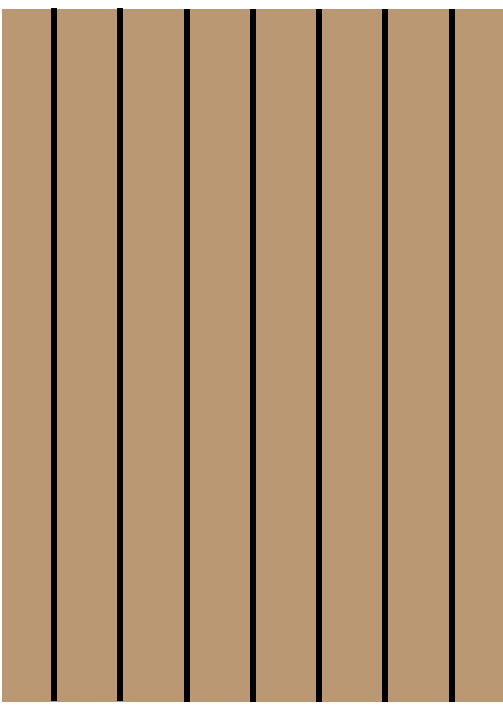
Isaac Sawatzky,
Project Manager – Ware Malcomb



PAINT - SW 7005 PURE WHITE
P-1



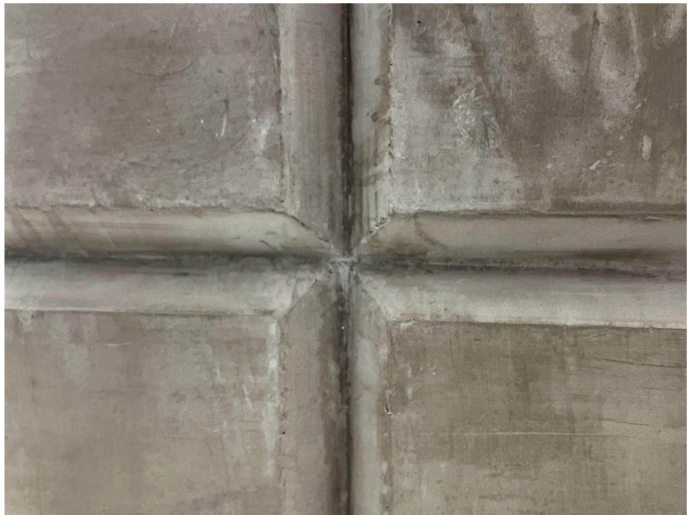
PAINT - SW 7068 GRIZZLE GREY
P-2



PAINT - SW 9104 WOVEN WICKER ON CORRUGATED FORMLINER
P-3



GLAZING - SOLARGRAY TINT
G-1



SEALED CONCRETE FINISH WALL PANEL
C-1



STOREFRONT MULLION - ANODIZED BLACK
A-1



MATERIAL AND COLOR BOARD

REDTAIL RIDGE - PUD 1- SOUTH
LOUISVILLE, CO
DEN22-0097-00

WARE MALCOMB

03.14.2025