

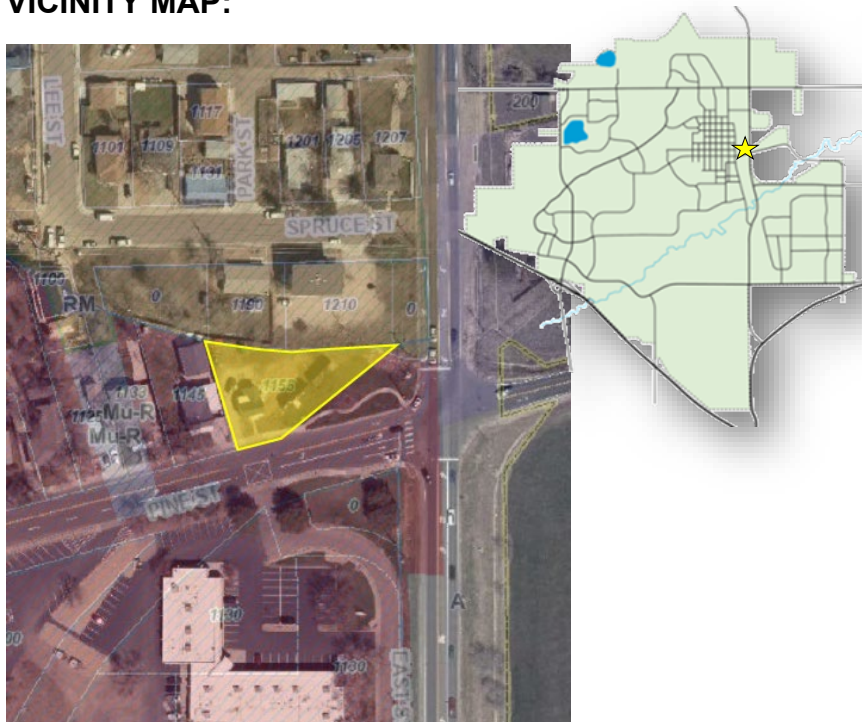
**SUBJECT: CONCEPT PLAN REVIEW – 1155 PINE STREET
REMOVAL FROM MIXED-USE ZONE DISTRICT OVERLAY**

DATE: JULY 22, 2025

**PREPARED BY: MATT POST, AICP, SENIOR PLANNER
ROB ZUCCARO, AICP, COMMUNITY DEVELOPMENT
DIRECTOR**

**PRESENTED BY: ROB ZUCCARO, AICP, COMMUNITY DEVELOPMENT
DIRECTOR**

VICINITY MAP:



SUMMARY:

The applicant is proposing to remove the property at 1155 Pine Street from the Mixed-Use Zone District Overlay. This overlay requires mandatory rezoning of 1155 Pine Street to the Mixed Use-Residential District (MU-R) when there is an expansion or alteration of the existing non-conforming use. 1155 Pine Street is currently developed with a single-family detached home. The City established the Mixed-Use Zone District Overlay requirements in order to implement the Highway 42 Revitalization Area plan and to facilitate the creation of a transit-supportive mixed-use district in proximity to the future Northwest Rail commuter rail station in Downtown and Downtown East Louisville (DELO).

There are renewed efforts and new funding sources that have been recently approved to expand Northwest Rail and establish a rail station in Louisville, with current plans for service to start as early as 2029. A summary of recent planning efforts, state legislation, and agreements related to the future rail station are discussed in detail in this report and should be considered in Council's review of this Concept Plan. Staff is emphasizing the Northwest Rail plans for Council, as changes to zoning and land use policy at this location could have relevance to the City's plans to support a rail station for Louisville.

Removal from the Mixed-Use Zone District Overlay would result in the property being zoned Community Commercial (CC) and subject to the zoning standards in the [Design Handbook for Downtown Louisville](#). This change in zoning designation is intended to support the applicant's development plans for the property as a single-story, Live-Work development. Live-Work is a single residentially based structure that combines residential and commercial uses, with the commercial part of the property street-facing (see [LMC Sec. 17.16.620](#)).

Live-Work is allowed as a principal use in both the CC and MU-R districts; however, the MU-R district requires such developments to be part of mixed-use, three-story development intended to provide transit-supportive densities and with more pedestrian and multi-modal supportive urban form. The MU-R design standards do not support the proposed development, thus, the desire by the applicant to remove the parcel from the Mixed-Use Zone District Overlay.

BACKGROUND / PRIOR DISCUSSIONS:

Concept Plan

The Concept Plan Review process provides applicants with an opportunity to receive early, non-binding feedback from the City Council and the general public prior to preparing a formal land use application. This application will not involve a vote or consensus, and the Council is not required to provide specific feedback. No other boards or commissions have reviewed this proposal, and staff will not provide a formal recommendation. Instead, staff will identify and analyze applicable policies, code provisions, and key issues to inform future review. Should the applicant proceed, a formal application will be subject to additional public input, staff analysis, and hearings before the Planning Commission and City Council.

Site Overview

The property at 1155 Pine Street is developed with a single-family home and includes a caboose and railcar as accessory structures to the primary residential use. The property is at a prominent location at the corner of Pine Street and Hwy 42, which is a primary gateway into Downtown. The lot is approximately 10,220 square feet in size and is unplatted. It is located within the Commercial Community (CC) Zoning District and within the area recognized as eastern-most portion of Downtown Louisville. The property is also adjacent to a small parcel identified as a City park.

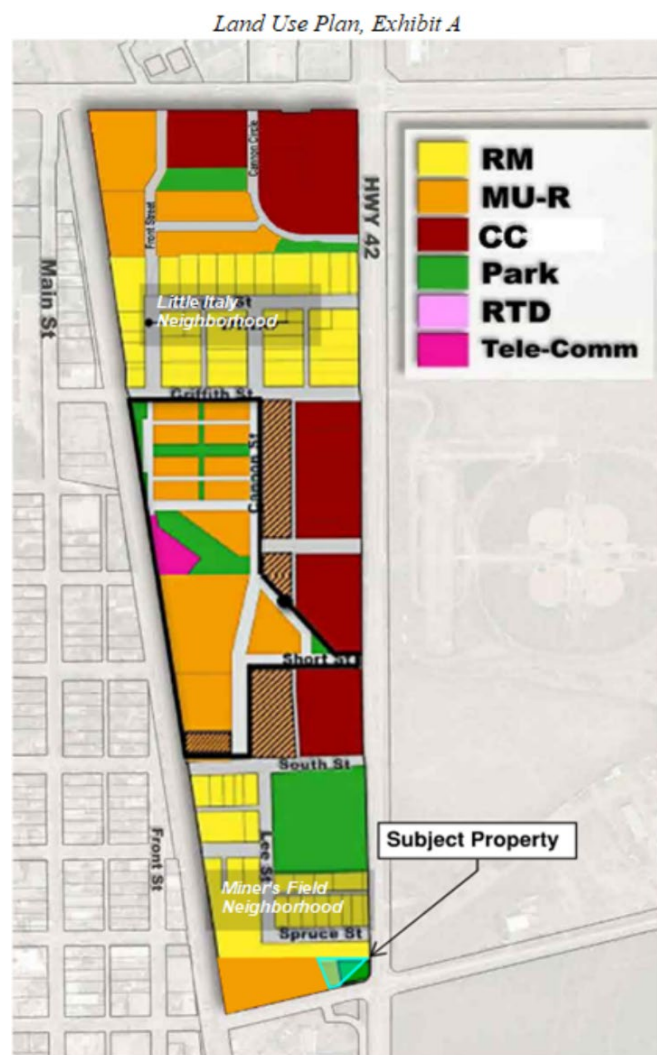
This portion of downtown was not formally subdivided into standard lots and blocks, a pattern that is historically associated with the presence of coal mining activity and the configuration of three intersecting railroad tracks that once formed a “wye” used for turning trains in the area. Although the rail spurs have since been removed, the area between the existing BNSF rail line and Highway 42 continues to reflect the historic, non-standard development pattern shaped by these early industrial uses.

Historical records indicate that five of the six existing houses on the north side of Pine Street east of the railroad tracks, including 1155 Pine Street, were likely constructed in the mid-1920s, with 1155 Pine Street estimated to have been constructed circa 1920–1925.

The subject property is located within the Highway 42 Revitalization Area, established through the 2003 [Highway 42 Revitalization Area Framework Plan](#) and the [Highway 42 Revitalization Area Comprehensive Plan Amendment](#). To implement these plans, the City established the Mixed-Use Zone District Overlay ([Louisville Municipal Code \(LMC\) Chapter 17.14](#)) and adopted the [Mixed Use Development Design Standards and Guidelines \(MUDDSG\)](#), which apply to properties within the district.

The property is also located within the Highway 42 Urban Renewal Area, governed by an adopted [Urban Renewal Plan](#) intended to reduce or eliminate blight, stimulate growth and reinvestment, and promote appropriate land uses consistent with local objectives (Urban Renewal Plan Sec. 1.3).

Pursuant to [LMC Section 17.14.020](#), any property within the Revitalization Area that undergoes new development or redevelopment must be rezoned to a zoning district consistent with the Land Use Plan, Exhibit A (Attachment 3) adopted with the Highway 42 Revitalization Area Plan (referred to in this report as the Mixed-Use Zone District Overlay). The Land Use Plan and associated



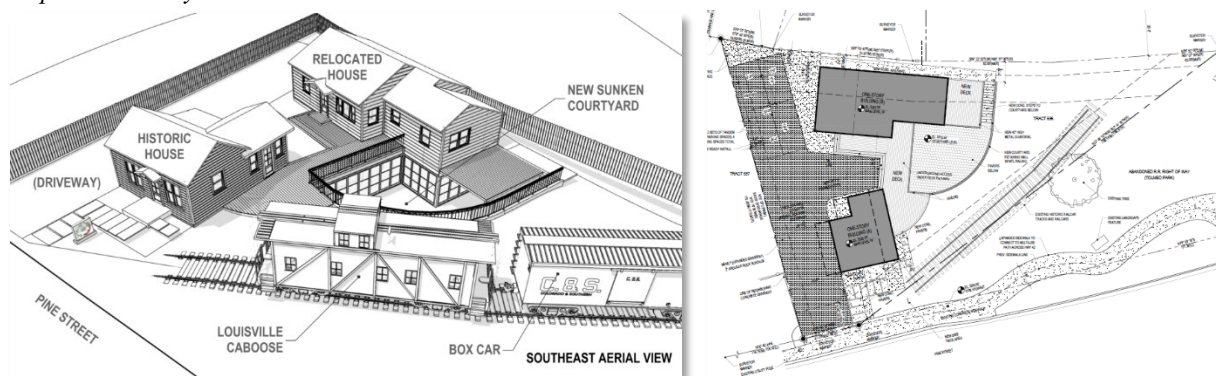
policy documents, including the Highway 42 Revitalization Area Plan, were adopted to promote coordinated mixed-use redevelopment in support of a future transit rail corridor.

When the Mixed-Use Zone District Overlay was adopted, both the “Little Italy” and “Minor’s Field” neighborhoods were excluded from the mandatory rezoning requirement in LMC Section 17.14.020 due to a desire to maintain the historic nature of these neighborhoods (see yellow areas of Land Use Plan, Exhibit A). The string of residential lots between the railroad tracks and Highway 42 north of Pine Street were not included in the historic neighborhood areas excluded from the mandatory rezoning requirements. The purpose was to promote redevelopment along this string of properties to create a gateway into Downtown that matches the desired Mixed-Use Zone District Overlay goals in support of the future Louisville rail station.

DEVELOPMENT PROPOSAL:

The proposed development includes relocating a historic house to the property. The applicant proposes connecting the existing and relocated homes via an underground corridor. The house fronting Pine Street would constitute the commercial component of the unit to meet the requirements of a Live-Work unit fronting the adjoining street. The two train cars would also be retained on the property.

Proposed Site Layout



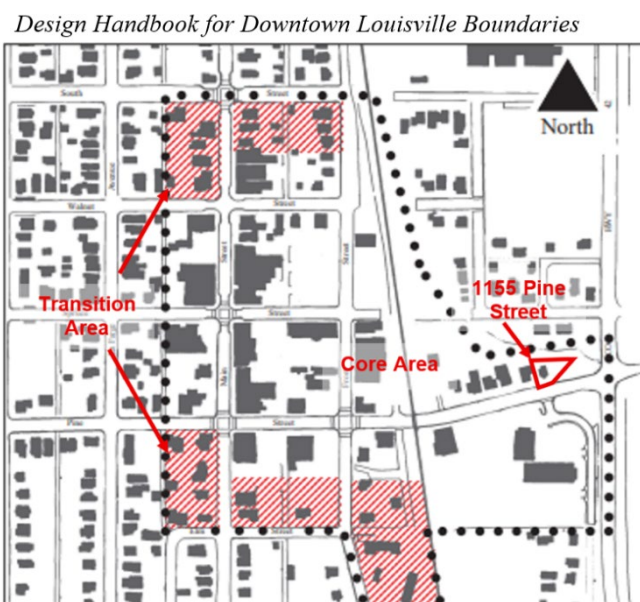
With the requested CC zoning, the zoning code requires approval of a Planned Unit Development (PUD) application for the development. The current PUD plan documents are included as Attachment No. 2. Because the property is unplatted, the applicant would also need to apply for a subdivision plat approval. The subdivision plat would address issues such as the establishment of any needed easements for utilities and drainage and confirm the lot boundaries.

In addition, the applicant intends to pursue a historic landmark designation on the property and Historic Preservation Fund grants for rehabilitation and restoration of the historic structures, which would prohibit any future redevelopment of the property inconsistent with historic preservation design standards.

ANALYSIS:**Zoning and Policy Alignment**

The applicant is proposing the removal of the property from the Mixed-Use Zone District Overlay and a CC zoning designation because the development does not meet the intent of the Mixed-Use Zone District Overlay or MUDDSG requirements. With the requested change in zoning designation, the property would be subject to the [Design Handbook for Downtown Louisville](#) (Design Handbook). The area that is subject to the Design Handbook is divided into a Transition Area and Core Area, with the Transition Area intended to be less intensive and dense considering the adjacency to historic residential areas. The Subject Property is within the Core Area, which is intended for more intensive and dense mixed commercial development.

Relevant Design Handbook standards are outlined under the General Standards (pp. 15-31) and Core Area Standards (pp 33-40). There are no prescribed minimum setbacks for the Core Area, and the Core Area policies are meant to compliment the traditional building forms seen on Main Street and Front Street by creating ground floor commercial storefronts with two-story and tall one-story facades and to encourage pedestrian activity. Staff notes that the existing residential buildings on this stretch of Pine Street between the railroad tracks and Hwy 42 do not currently match the traditional building form seen in the Core Area covering Main and Front Streets. However, the Design Handbook is meant to address both new developments within its boundaries and redevelopments that complement the historic form of Downtown.



Isolating the CC zoning designation for this property could be considered a “spot-zoning” condition. A spot-zoning involves isolating zoning for a single small property among a larger group of properties with uniform zoning standards. This type of zoning is generally undesirable if it is inconsistent with the city’s land use plans and policies. If this property were to be removed from the Mixed-Use Zone District Overlay, the remaining properties on the north side of Pine Street between the railroad and Hwy 42 would still be required to rezone to the MU-R district. The parcel three lots to the west at 1125 Pine Street has already rezoned to the MU-R district under the Mixed-Use Zone District Overlay rezoning requirement, although it has not been redeveloped yet. Because of a concern for spot-zoning and having an inconsistent redevelopment policy in this area, if Council is supportive of removal of 1155 Pine Street from the Mixed-Use

Zone District Overlay, staff would likely recommend consideration of changing the designation for all six properties on the north side of Pine Street between the railroad and Hwy 42.

In addition, if a rezoning were approved concurrent with PUD development plans, it is possible that the PUD would never be implemented but the rezoning would stay in effect and influence future development on the property regardless of the current applicant's intentions for the property. PUDs expire after three years if not implemented but rezonings cannot be conditional on PUD implementation.

Landmark Designation

Were landmark designation to be granted, any proposed changes, such as additions, façade updates, or demolition, must be reviewed and approved by the Historic Preservation Commission to ensure consistency with the property's historic character. The limitations on redevelopment imposed by landmark status would constrain the site's ability to implement plan-supported reinvestment and long-range redevelopment goals envisioned in the Highway 42 Revitalization Area Plan. The development restrictions would also limit the ability for a uniform development for the Pine Street properties between the railroad and Hwy 42 consistent with the Mixed-Use Zone District Overlay.

Future Transit

The City established the Highway 42 Revitalization Plan and Framework Plan to guide reinvestment and redevelopment in the Highway 42 corridor, with the intent of supporting a future commuter rail station in Louisville. In recent months, regional momentum has increased toward expanding passenger rail service along the Front Range. RTD continues long-range planning for the extension of the B Line from Westminster to Longmont, which would include potential stations in Broomfield, Louisville, Boulder, and Longmont. At the same time, the [Front Range Passenger Rail District](#) is actively advancing an inter-city rail service from Pueblo to Fort Collins, with opportunity to work jointly with RTD to implement a first phase implementing the B Line. Both initiatives include alignments through Louisville, reaffirming the City's policies to develop a mixed-use transit supportive development around Louisville's transit station.

The following summarizes recent plan and policy changes that support advancing commuter rail service with a station in Louisville:

- RTD completion of the [Northwest Rail Peak Service Feasibility Study](#) in 2024. The City participated in study along with other Northwest area jurisdictions, including significant station area planning that considered locating its rail station in the vicinity of South Street in DELO.
- In March of 2025, RTD/CDOT/Front Range Passenger Rail District (FRPRD) completed the first steps of an implementation plan submitted to the State

House and Governor for implementation of shared rail service for the Northwest corridor. The [Northwest Fixed Guideway Corridor Report](#) concludes that plans for shared service in this corridor are feasible and funding is available through Senate Bill 24-184, Senate Bill 24-230, and a federal CRISI (Consolidated Rail Infrastructure and Safety Improvement) grant already approved for Front Range Rail.

- In June of 2025, RTD, CDOT, FRPRD, the Colorado Transportation Investment Office (CTIO), the Clean Transit Enterprise (CTE), and the Governor entered into an inter-agency agreement to jointly negotiate an access agreement with Burlington Northern Santa Fe (BNSF) in order to implement passenger rail service on the Northwest Rail corridor.
- Senate Bill 24-184 specifically address Northwest Rail implementation and assesses a fee on rental vehicles to fund improvements.
- Senate Bill 24-230 established a new fee on Oil and Gas Production with a portion of these funds designed for funding passenger rail service.

As part of the 2024 Northwest Rail Peak Service Feasibility Study, staff coordinated with RTD to create a conceptual rail station design. The planning effort focused on a station located in the vicinity of the South Street underpass where the original station was planned prior to 2015. In 2015, the DELO apartment development was approved, but did not reserve adequate room for a station area with ideal infrastructure, such as areas for passenger drop-off and bus circulation areas. Keeping the station at this location with the 2024 Northwest Rail Peak Service Feasibility Study was mostly driven by the the South Street Underpass location, which was constructed largely to support the rail station. The type of heavy commuter rail planned for this corridor does not allow pedestrian crossing of the tracks, as does light rail. Thus, having an underpass or established pedestrian surface crossing at an existing street crossing, for example, is necessary for rail patrons to access both sides of the track.

the City ensures that key sites within the corridor remain functionally and physically capable of supporting future rail infrastructure.

2025 COUNCIL WORK PLAN:

This item is not part of the 2025 Council Work Plan.

FISCAL IMPACT:

Budgeted?: **Not Applicable**

ALTERNATIVE(S):

Alternatives are not provided with Concept Plan applications.

RECOMMENDATION:

Staff does not provide specific recommendations for Concept Plan applications.

PUBLIC COMMENTS:

No public comments have been received as of the date of this report.

ATTACHMENTS:

1. Application
2. PUD Plans
3. Land Use Plan, Exhibit A
4. Presentation

Development Review Application Form

Please complete this form and include it with the submittal documents for your development review application. Applications will not be processed until all required information is provided to the satisfaction of the City of Louisville Planning Department.

Property Information

Common Address(es): 1155 PINE ST

Legal Description:

Lot _____ Block _____ Subdivision _____ SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

Lot Area: 10,150.94 Sq. Ft. or _____ Acres

LAND USE PROCESS (check all that apply)

- ☐ Annexation
- ☒ Concept Plan
- ☐ Easement Vacation
- ☐ Oil and Gas
- ☐ General Development Plan (GDP)
 - ☐ Amendment
 - ☐ New GDP
- ☐ Planned Unit Development (PUD)
 - ☐ Amendment
 - ☐ Preliminary
 - ☐ New PUD
- ☐ Rezoning
- ☐ Special Review Use (SRU)
 - ☐ Amendment
 - ☐ New SRU
- ☐ Subdivision
 - ☐ Final or Replat
 - ☐ Preliminary Plat
- ☐ Temporary Use Permit
- ☐ Variance
- ☐ Vested Property Right
- ☐ Wireless Facility
- ☐ Other: _____

PROJECT DESCRIPTION:

A concept plan hearing is being requested to discuss a discretionary zoning/map amendment to remain in the CC zoning district despite an automatic rezoning to MU-R. The automatic rezoning to MU-R is being triggered by the proposed development outlined in the current PUD application.

The concept plan meeting is requested to discuss the discretionary zoning/map amendment request, the current PUD application, and subdivision plat.

Property Owner Information

Name: TRAVIS RAMOS Entity (if applicable) _____

Address: 731 PINE NEEDLE LN, LOUISVILLE, CO 80027

Phone: 720-382-8727 Email: RAMOSFAMILY@THELOUISVILLECABOOSE.COM

Application Representative Information

Name: ANDY JOHNSON Entity (if applicable) _____

Address: 922A MAIN ST, LOUISVILLE, CO 80027

Phone: 303-527-1100 Email: ANDY@DAJDESIGN.COM

Certification/Signature

I certify that the information I have submitted is true and correct to the best of my knowledge and in filing the application and submittal documents, I am acting as and/or with the knowledge and consent of those persons who are owners of the subject property or are parties to this application.

Signature* _____ Andy Johnson _____ June 2, 20025
Print Name _____ Date _____

*If acting as a representative/agent of the owner, include written authorization from the owner that certifies the agent's right to submit this application

October 30, 2024

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

RE: 1155 PINE PUD (THE LOUISVILLE RAILYARDS)

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.



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- 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.



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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.



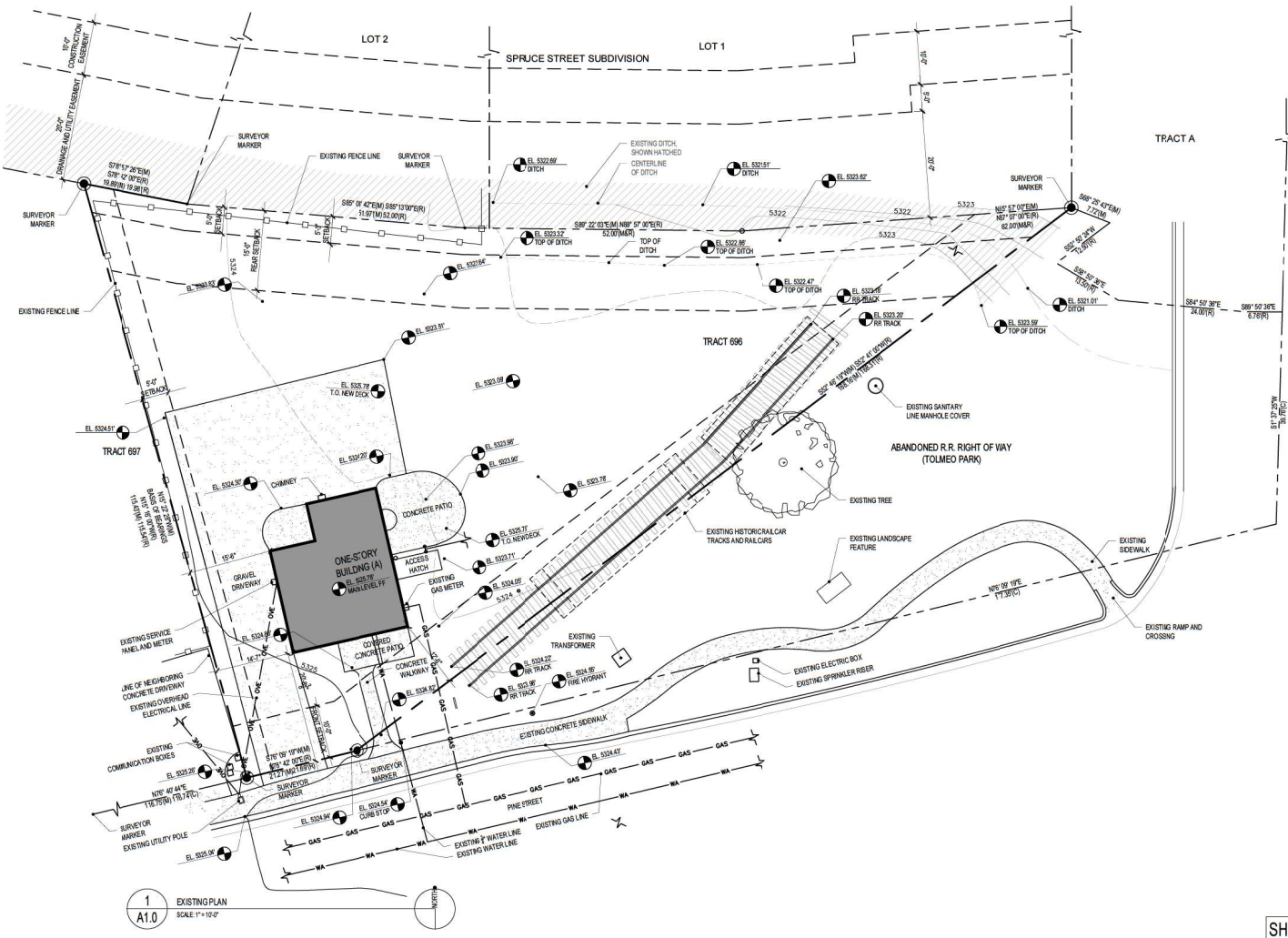
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Please contact me if you have any questions. Thanks!

Regards,

Andy Johnson, AIA

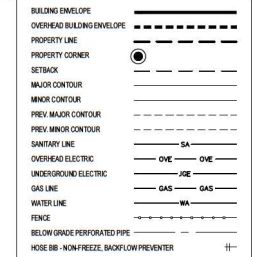
THE RAILYARD AT LOUISVILLE PUD
SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



BUILDING ENVELOPE	---
OVERHEAD BUILDING ENVELOPE	---
PROPERTY LINE	---
PROPERTY CORNER	●
SETBACK	---
MAJOR CONTOUR	---
MINOR CONTOUR	---
PREV. MAJOR CONTOUR	---
PREV. MINOR CONTOUR	---
SANITARY LINE	---
OVERHEAD ELECTRIC	---
UNDERGROUND ELECTRIC	---
GAS LINE	---
WATER LINE	---
FENCE	---
BELOW GRADE PERFORATED PIPE	---
HOSE BB - NON-FREEZE, BACKFLOW PREVENTER	---

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A1.0
EXISTING PLAN
SCALE 1" = 10'-0"

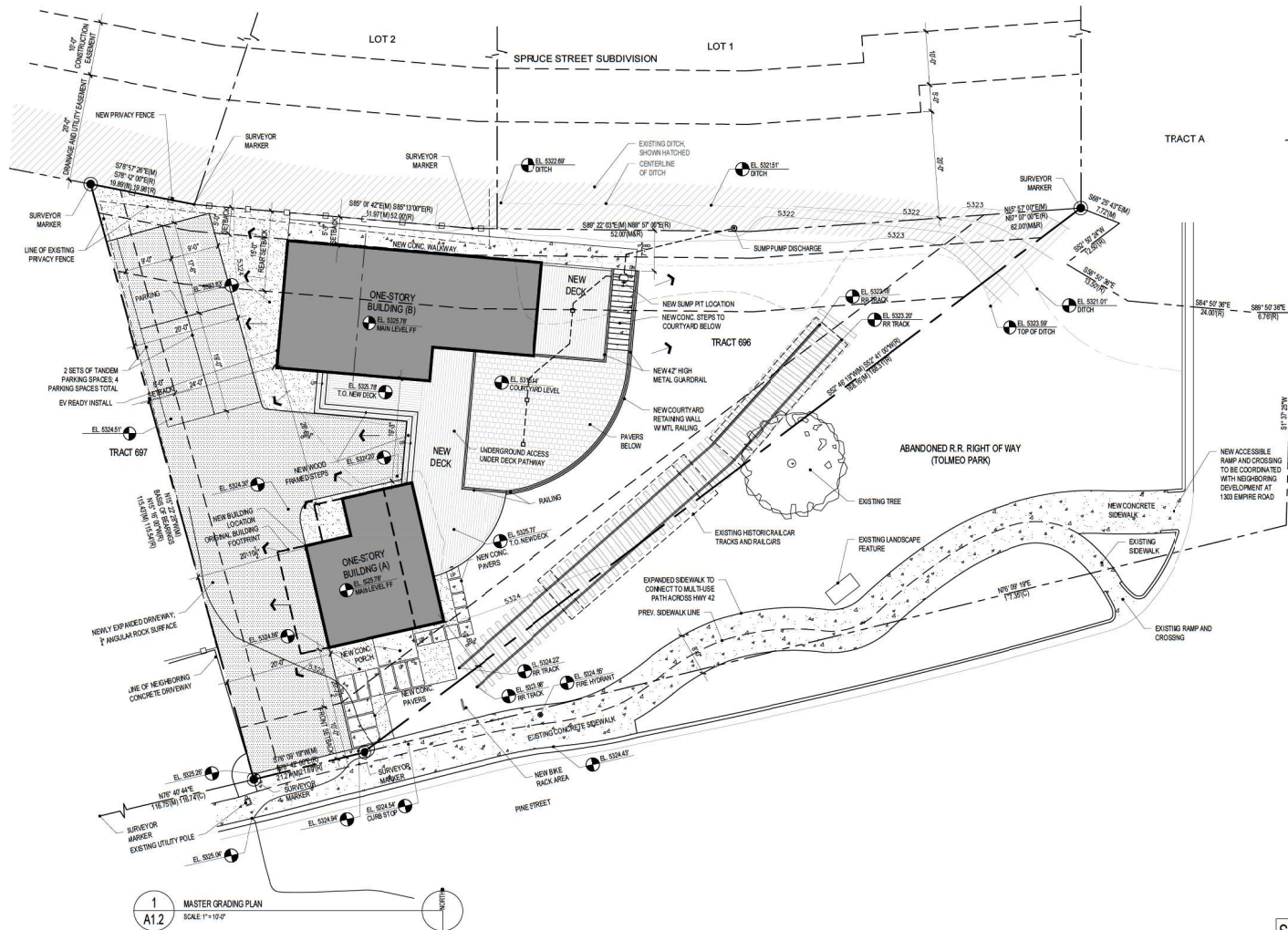
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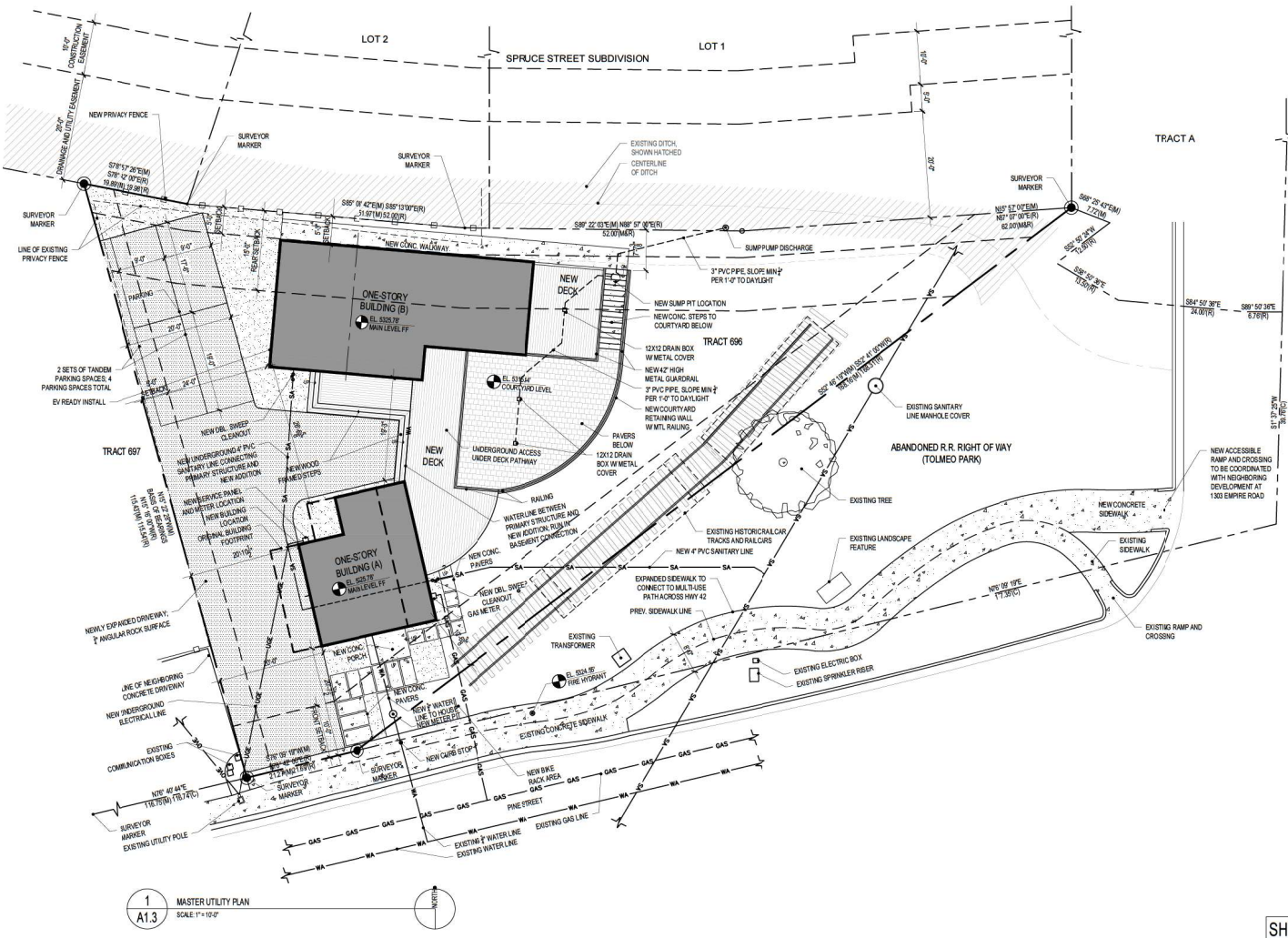
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SANITARY LINE	---
OVERHEAD ELECTRIC	---
UNDERGROUND ELECTRIC	---
GAS LINE	---
WATER LINE	---
FENCE	---
BELOW GRADE PERFORATED PIPE	---
HOSE BB - NON-FREEZE BACKFLOW PREVENTER	---



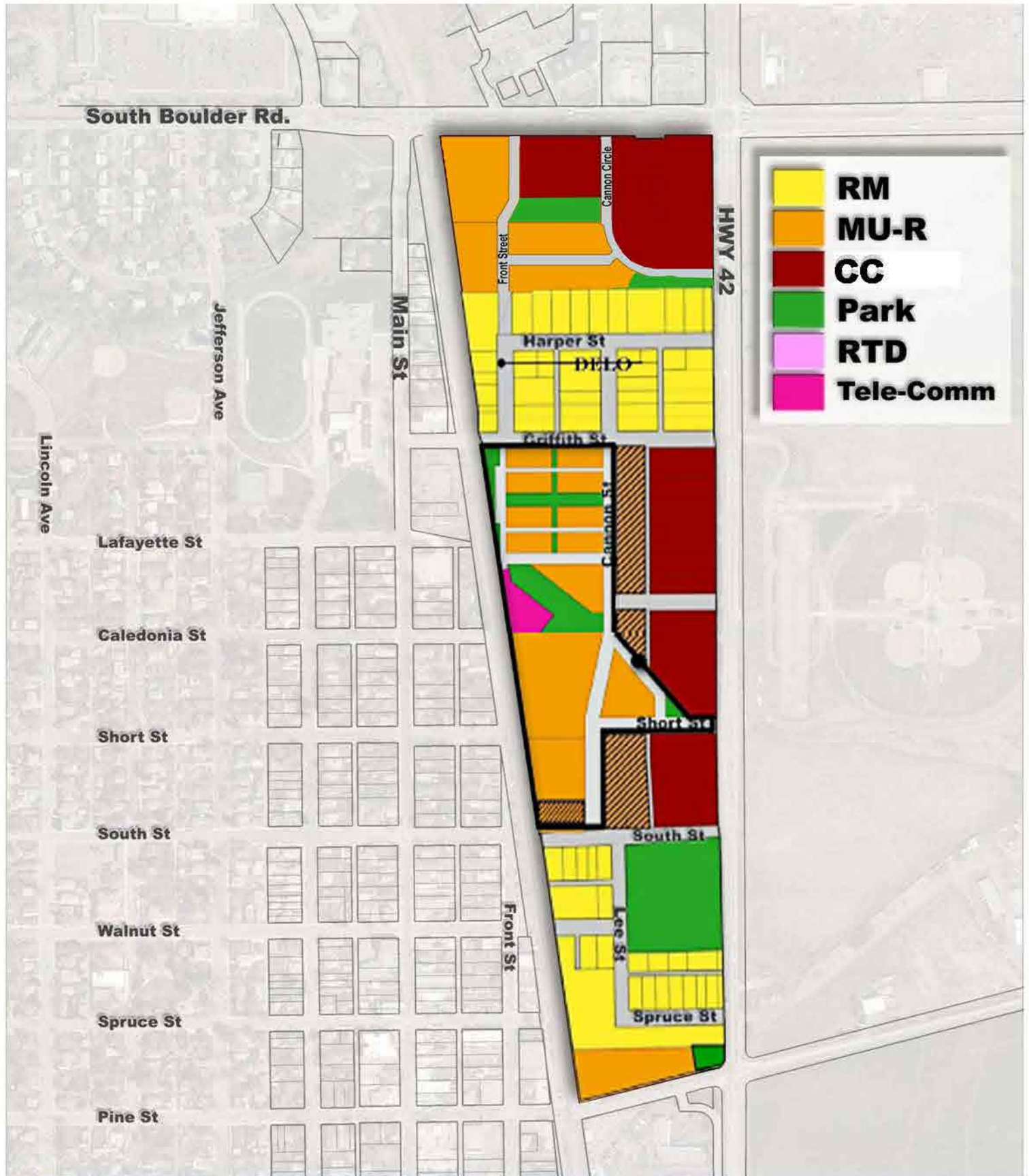
THE RAILYARD AT LOUISVILLE PUD
SOUTHEAST QUARTER OF SECTION 8, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



BUILDING ENVELOPE	---
OVERHEAD BUILDING ENVELOPE	---
PROPERTY LINE	---
SETBACK	---
MAJOR CONTOUR	---
MINOR CONTOUR	---
PREV. MAJOR CONTOUR	---
PREV. MINOR CONTOUR	---
SANITARY LINE	---
OVERHEAD ELECTRIC	---
UNDERGROUND ELECTRIC	---
GAS LINE	---
WATER LINE	---
FENCE	---
BELOW GRADE PERFORATED PIPE	---
HOSE BB - NON-FREEZE, BACKFLOW PREVENTER	---

1 MASTER UTILITY PLAN
A1.3 SCALE 1"=10'-0"

Land Use Plan Exhibit A



City Council Public Hearing

July 22, 2025

1155 Pine Street Concept Plan

Presented by: Rob Zuccaro, Community Development Director



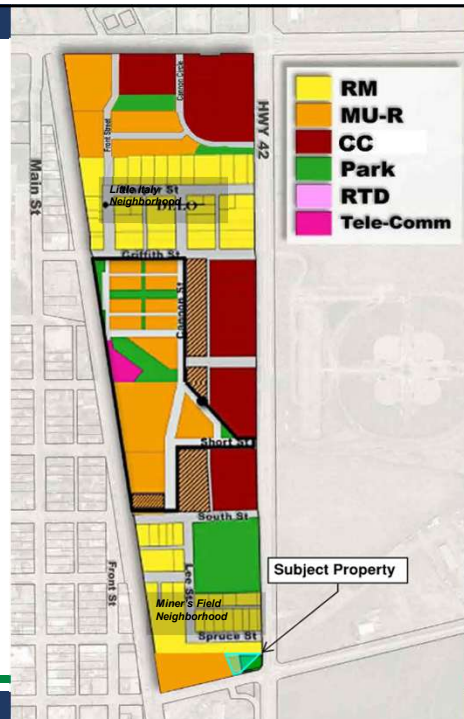
1155 Pine Street Concept Plan

- The Concept Plan Review provides an opportunity for an applicant to solicit comments from the City Council in the early stages of the development process.
 - The City Council is not required to provide specific feedback on a Concept Plan application and a consensus or majority vote will not be taken
 - All comments provided by the City Council are advisory in nature and are not binding on the City Council.
 - No other boards or commissions have commented on or reviewed this proposal.



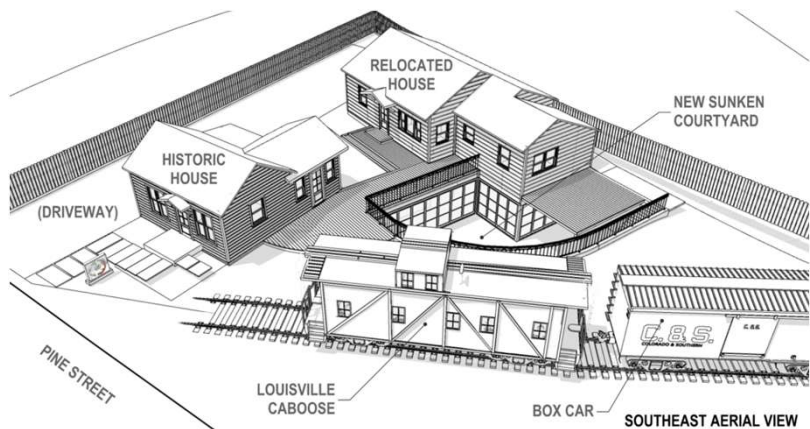
1155 Pine Street Concept Plan

- Located in Mixed-Use Zone Overlay and HWY 42 Revitalization Area
- Overlay requires rezoning to MU-R with development or redevelopment
- Implements the HWY 42 Revitalization Plan
- Support future Northwest Rail station with mixed-use development
- Mixed-Use Overlay has excluded Minor's Field and Little Italy neighborhoods from Overlay, but excluded Pine St. properties



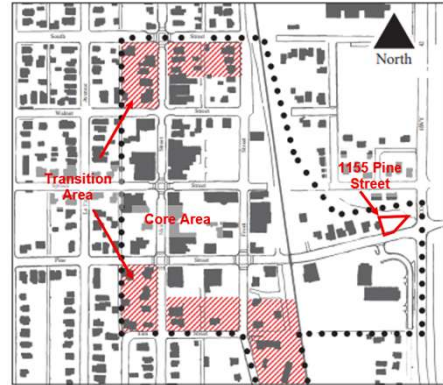
1155 Pine Street Concept Plan

- Retain and restore existing single-family home
- Relocate second historic house to the property
- Connect existing and relocated homes via underground corridor and establish a live-work use
- Retain two existing train cars on site



1155 Pine Street Concept Plan

- Applicant requests removal from Mixed-Use Overlay, which would require rezoning to MU-R and higher density transit-oriented development.
- Would retain CC zoning, subject to Design Handbook for Downtown Louisville
- Rezoning a single lot to CC raises concern of spot-zoning resulting in inconsistent redevelopment policy for Pine Street
- 1125 Pine has already rezoned to MU-R under the Overlay
- If Council supports removal, staff may recommend rezoning all six lots on north Pine St. to ensure policy consistency



1155 Pine Street Concept Plan

Landmark Designation Implications:

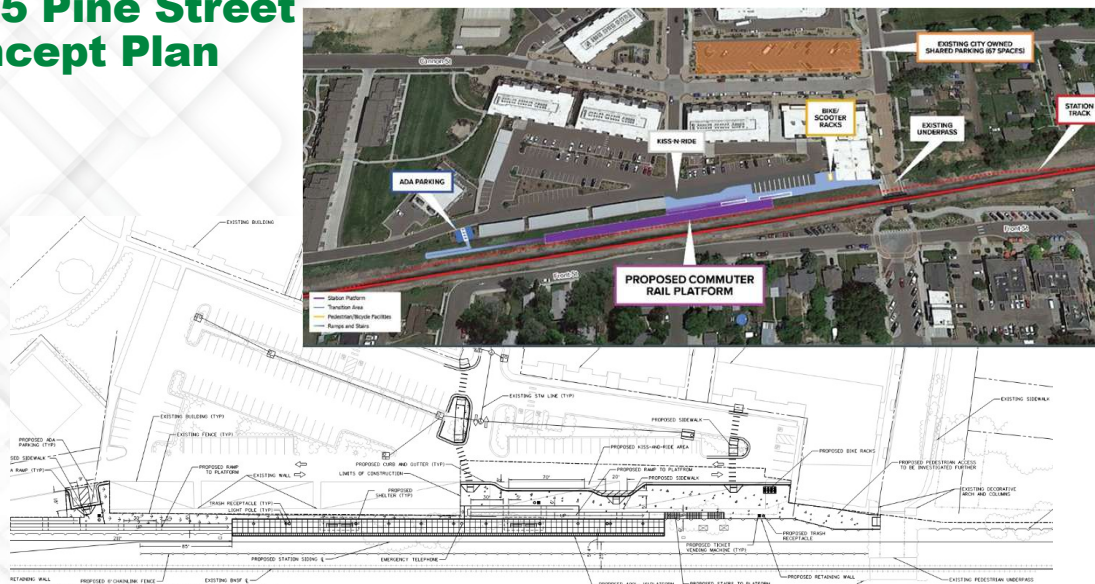
- Would require Historic Preservation Commission approval for exterior changes
- May limit redevelopment potential and uniform site planning
- Could constrain realization of Highway 42 Revitalization goals

1155 Pine Street Concept Plan

- RTD & Front Range Passenger Rail District advancing plans; service could begin by **2029**
- 2024–2025 milestones:
 - 2024, RTD completes Northwest Rail Peak Service Study
 - SB24-184 – Rental vehicle tax, with funds dedicated to rail implementation and requirements to advance planning
 - SB24-230 – Oil and Gas tax with portion of funds to support rail implementation
 - March 2025 – RTD/CDOT/FRPRD complete Northwest Fixed Guideway Corridor Report
 - June 2025 – RTD/CDOT/FRPRD/CTIO/CTE and Governor's office enter agreement to jointly negotiate lease from BNSF



1155 Pine Street Concept Plan



1155 Pine Street Concept Plan

Summary of Critical Policy Considerations for City Council:

- Preservation of homes along this section of Pine Street could be seen as supporting historic neighborhood character and building forms
- Rezoning itself does not ensure development or redevelopment of the lot
- City may want to reevaluate alternate station locations, including in vicinity of Pine Street where crossing exists
- Removal from Mixed-Use Overlay could limit City's ability to implement Highway 42 Revitalization Area plans to support transit-oriented development and higher density housing in vicinity of future train station
- Removal of 1155 Pine St from Mixed-Use Overlay and landmark status could impact ability to redevelop other properties north of Pine St between Railroad and Hwy 42 from Overlay