

ITEM: 1155 Pine Street Landmark, Alteration Certificate, Grant, and Probable Cause Request

APPLICANT: Andy Johnson
922A Main Street
Louisville, Colorado 80027

OWNER: Travis Ramos
731 Pine Needle Ln
Louisville, CO 80027

PROJECT INFORMATION:

ADDRESS: 1155 Pine Street
LEGAL DESCRIPTION: TR 696 8-1S-69
DATE OF CONSTRUCTION: Ca. 1920-25 (main structure)
Ca. 1914 (caboose), moved to Louisville in 1972
Ca. 1898 (boxcar), moved to Louisville in 2023

REQUEST: A request to landmark 1155 Pine Street, a request for an Alteration Certificate, Preservation & Restoration and New Construction Grant requests, and a Probable Cause request.

VICINITY MAP:



SUMMARY:

The subject property is comprised of a house and two railcars situated on railroad tracks. The applicant proposes redeveloping the property by relocating a home to the property and connecting the existing home to the relocated home via a subterranean breezeway so that the two homes are considered a single structure for the purpose of converting them to a live-work use (see [LMC Sec. 17.16.3020](#) for live-work zoning standards). The historic preservation request includes:

- Landmark designation for the existing home;
- Landmark designation for the caboose railcar;
- Probable cause determination for a historic structure assessment grant for the boxcar railcar;
- Alteration certificate approval for restoration and rehabilitation work on the home and caboose railcar, and the addition of the new home;
- Restoration and rehabilitation grants, including extraordinary circumstances grants; and
- New construction grant for the connection of the relocated home to the existing home.

The proposed live-work use is considered a commercial use, and thus, the grants are being reviewed under commercial grant limits.

In addition to this historic preservation request, the applicant is concurrently requesting approval of a Planned Unit Development (PUD) and a zoning map amendment. The change to zoning would remove the property from the mixed-use zoning overlay that would mandate that the property be zoned Mixed-Use Residential. The Mixed-Use Residential zoning standards require high density three-story residential mixed-use development in support of the future transit-oriented development planned for the Downtown East Louisville (DELO) area.

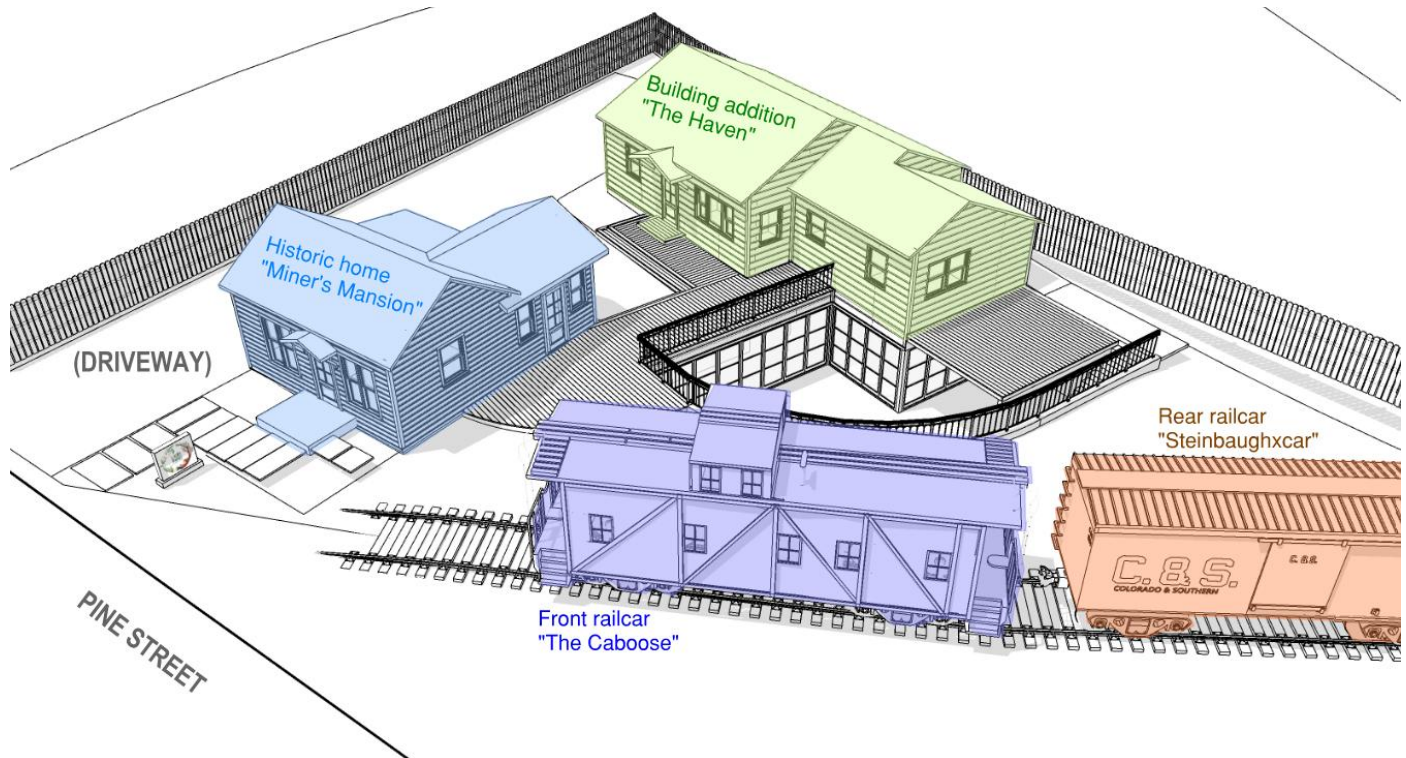
The removal of the property from the mixed-use zoning overlay allows the property to maintain its single-story design and character under the Community Commercial (CC) zone district standards. The property is located within the Core Area of Downtown Louisville and would be subject to the [Design Handbook for Downtown Louisville](#) and the standards for historic buildings found within the Desing Handbook.

The following table further summarizes the applicant's requests and staff recommendations:

Table 1. Summary of applicant requests and staff recommendations		
Request	Staff Recommendation	Rationale for Staff Recommendation
Landmark designation for the historic home (the "Miner's Mansion") and the caboose railcar (the "Louisville Caboose").	Approval for the Miner's Mansion.	The Miner's Mansion meets the age and architectural significance criteria for landmark designation.
	Denial for the Caboose.	Although the Louisville Caboose was brought to the City over 50 years ago and was part of a well-known restaurant, the relocation to 1155 Pine Street has removed it from its original historical context. The railcar itself, before it was part of a restaurant, has no historical connection to Louisville, and at its current location provides a false sense of historical significance to Louisville. Therefore, the caboose does not meet

Table 1. Summary of applicant requests and staff recommendations

Request	Staff Recommendation	Rationale for Staff Recommendation
		standards for architectural or social significance.
Alteration certificate for restoration work for the Miner's Mansion and Caboose as well as exterior changes to accommodate the PUD application.	Approval for the Miner's Mansion with the condition that they maintain the historic window pattern on the front façade. Denial for the Louisville Caboose	With staff's condition on the windows, the Miner's Mansion would remove a non-historic porch element and restore the front façade to its original historic character. The structure does not meet the standards for social or architectural significance as discussed previously.
Extension of the Probable Cause request for the Caboose. The HPC placed an expiration date on the original approval, which expired in 2024.	Approval.	The HSA has already been completed and will provide important historic information on the structure even if not approved for landmark designation.
A Preservation and Restoration Grant for the Miner's Mansion of up to \$194,178.	Approval for up to \$150,000	Staff adjusted grant maximums are reflective of whether the scope of work is qualifying for funding and if any proposed work may qualify under "extraordinary circumstances." Additional analysis is provided in the staff report.
A Preservation and Restoration Grant for the Caboose of up to \$77,150.	Denial.	Staff finds that the Caboose does not meet the criteria for landmark designation and therefore would not qualify for grant funding.
A New Construction Grant for the rear addition (the "Haven") of \$15,000.	Approval for up to \$75,000.	The original requested amount was based on residential maximums. Staff recommends up to the maximum commercial amount.
Probable Cause approval for the boxcar railcar (the "Steinbaughxcar").	Denial.	The Steinbaughxcar has not been located in Louisville for at least 50 years and does not meet the probable cause criteria.



Proposed site layout, including all 4 structures on the property.

HISTORICAL BACKGROUND:

Miner's Mansion

Information from Gigi Yang, Louisville Historical Museum

The history of this house is notable for its unusual location inside the "wye" formed by three sets of railroad tracks and the influence of William Lee on the development of east Louisville. Additionally, ownership by the Desailly family and later the Duran family represent the experiences of French and Hispanic residents, both important and sometimes marginalized communities in Louisville.

To provide context for the area in which 1155 Pine is located, several houses on the north side of Pine just east of the railroad tracks are in an area in downtown Louisville that was never added to the town as a normal subdivision with lots and blocks. The original reason for this likely goes back to the location of coal mines in the Louisville area and the placement of railroad spurs that left the main tracks to reach these coal mines. The buildings along this stretch of Pine located between the railroad tracks and Highway 42 were historically in an area created by the intersection of three sets of railroad tracks. Because this area of Pine Street was not platted, the legal descriptions of these properties are not expressed in blocks and lots.

It is unclear who the earliest tenants were at this address from the 1920s until 1938. It is likely that it was used as a rental for coal miners or employees of the Colorado & Southern Railroad, similarly to the neighboring houses on this street.

In 1947, 1155 Pine was sold to Emile and Pauline Desailly after having previously been used as a rental home. The Desaillys are identified in the 1943 directory as already living at this address and it is possible that they were renters before purchasing the house. Emile Zenon Desailly and Apollonie Pauline Desailly were both born in France



Subject property from the 1948 Assessor's Card.

and married in 1909. They came to the U.S. via Canada in 1917 with their two children – Victor (age 8) and Antoinette (age 4). Emile worked at the Centennial Mine and was active in the United Mine Workers until he retired in 1950. In 1956, they transferred ownership of the house to their son Victor and his wife Marie. Despite the transfer of ownership, it appears that Emile and Pauline continued living at 1155 Pine until Pauline's death in 1969 and Emile's death in 1970. Victor and Marie Desailly lived nearby at 721 Jefferson. Victor Desailly also worked as a miner and construction worker and at the National Bureau of Standards until his death in 1967.

Please see the attached Social History Report for a more detailed history.

Caboose

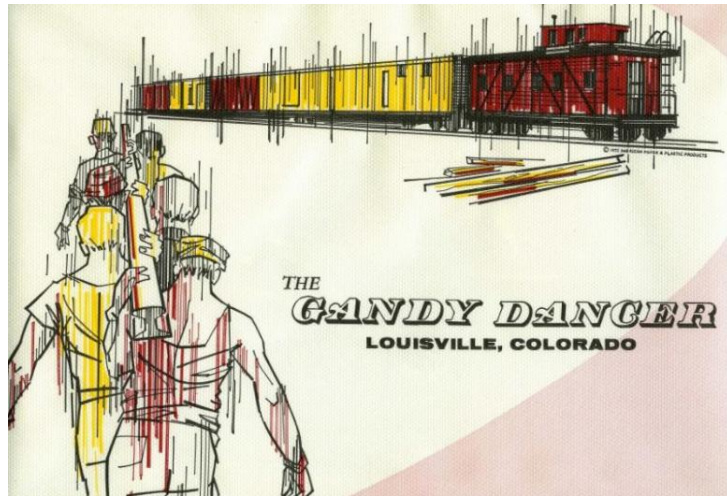
Information provided by the Louisville Historical Museum, 2013

In 1972, this structure was created from old train cars that included boxcars and a caboose in order to create a railroad-themed restaurant by the railroad tracks in Louisville. The last restaurant to have been housed in the structure is believed to have closed in around 2000.

The idea to make a train-themed restaurant next to the railroad tracks evolved out of a desire to turn a negative into a positive. Clifford Brock and the other owners thought that people generally wouldn't want to be situated next to trains going by. The purpose of having a train-themed restaurant by the tracks was "to make it enjoyable instead of an eyesore."

In 1971, Brock acquired four boxcars and one caboose for the restaurant. The caboose was purchased from the Santa Fe Railway. It is said to have been transported to Louisville by flatbed semi-truck. The name "Gandy Dancer" was selected for the restaurant; the phrase historically was used to refer to a workman who installed railroad track. The restaurant, intended to be upscale, could seat about 116 people. The caboose was primarily used for drinking and dancing and was sometimes referred to as a lounge.

The restaurant in the train cars continued under different names and different management for about 25 years. For at least part of this time, a boxcar could be used for private events for a fee. Following its years as the Gandy Dancer, it became known as Coal Creek Junction in the late 1970s and early 1980s. In the 1980s and 1990, the restaurant was called Brothers Three. According to sources, it was next Kaddy Shack BBQ, then Hickory Sticks Smoke House & Grill. An exact date of when it closed its doors could not be located, but some local residents believe it to have been around 2000.



Advertisement for the Gandy Dancer restaurant.

Information below provided by The Caboose Probable Cause Staff Report, 12/18/2023

In 2013, the Caboose came before the HPC as part of a downtown design referral on the Coal Creek Station Planned Unit Development (PUD). The applicants at that time were proposing to demolish/remove the train cars. The HPC discussed the fate of the train cars as well as the PUD proposal overall. The meeting minutes reflect some interest in repurposing the train cars. In 2014, the Caboose, along with other train cars on the same property, were reviewed for demolition. At that time, all of the train cars were released for demolition by a subcommittee of the HPC. The release letter cited the following two reasons:

- “The train cars have not retained strong architectural integrity”
- “There is not a strong social history, considering the train cars have been in Louisville less than 50 years”

In 2020, the Caboose and other structures on the site were again slated for demolition. The property owner of 1155 Pine Street moved the Caboose before it was demolished to a site outside of Louisville. Structures with a history of being moved can still be eligible for landmarking, but it is typically not best practice to move a landmarked structure, especially if the location is important to the historical context that qualifies the structure for landmark designation. The Caboose has since been relocated to the subject property at 1155 Pine Street.

Included in the Probable Cause approval letter is the following condition:

This approval expires on November 27, 2024 or in such case as the Caboose is moved from 1155 Pine Street, whichever occurs first. In either situation, the applicant is required to request another finding of Probable Cause in order to be reimbursed for an HSA.

Steinbaughxcar

City staff and the City Historical Museum do not have historical information related to the boxcar and this specific boxcar does not have any known history of being located or used within Louisville. However, the applicant has discovered an inscription on the interior wall of the boxcar stating “JJ Steinbaugh, Louisville, Colo” that could provide a potential link to Louisville.

Information provided by the property owner, Travis Ramos

C&S Boxcar #8064 was built in December 1898 by the St. Charles Car Company, part of a batch of 40 narrow gauge boxcars numbered 8025 through 8064, and would have looked nearly identical to the car pictured to the right.

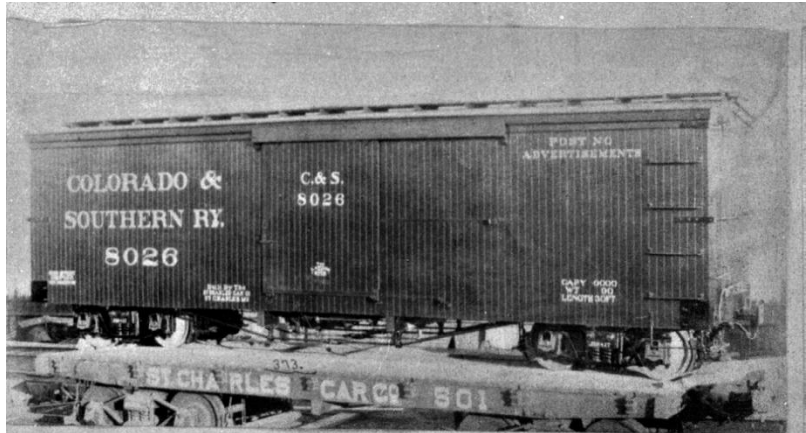


Photo of boxcar in 1898 that represents original design.

The boxcar served the Colorado & Southern Railway (C&S) for 41 years. During its decades of service, it likely carried coal, mine timbers, and general freight to and from Colorado's Front Range mining communities, including documented usage of similar boxcars at the Rex and Acme Mines in Louisville, CO, as shown in the below photo.



Photo of Acme mine, ca. Early 1900s, and unidentified C&S Boxcar.

Surviving records at the Colorado Railroad Museum indicate that the car was decommissioned in Denver in January 1939. Following the typical lifecycle of wooden railcars of the era, it was stripped of much of its metalwork including wheels, couplings, and ladder rungs, and the body was sold off for private use. Boxcar #8064 was sold to the Autrey family for use on their farm outside Louisville City Limits.

The Autrey family has lineage tied to Louisville's early industrial and agricultural development. The Autrey family descended from Zelda Hake Autrey (1859–1940), daughter of William and Emeline Hake, founders of Superior, Colorado. The Autrey farm remained under family ownership—Henry and Flora Chaussard, and later their daughters—until parts of the property were sold to the City of Louisville in 2007 and transformed into open space.



Photo of the inside of boxcar wall showing the name 'JJ Steinbaugh, Louisville, Colo.'

During its tenure of over 80 years at the Autrey Farm, Boxcar #8064 weathered the decades, retaining much of its structural form and historical character.

Once restoration work began, the name “JJ Steinbaugh, Louisville, Colo” was found inscribed on the interior wall. JJ Steinbaugh was a local pioneer and blacksmith who emigrated from Germany in the late 1800s—he established a blacksmith shop in Louisville in 1892. Remnants of coal were also found embedded within the wall cavities, providing physical evidence of the boxcar's historic use in coal transport, likely from loading operations or incidental contamination during its active service.

In December 2023, the boxcar was relocated from the Autrey Farm to the subject property. It now sits atop a newly prepared railbed constructed in almost the same location as the historic Colorado & Southern track.

ARCHITECTURAL INTEGRITY:

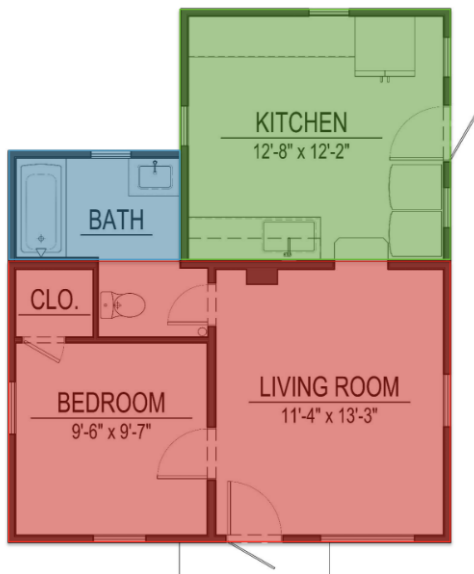
Miners Mansion

The primary structure at 1155 Pine Street is a National folk house, which is associated with housing railroad workers in general, and has a strong association with mining and railroad workers in Louisville specifically. National homes in Louisville are often simple in their styles, with little or no ornamentation and are identified as having a front or side-gabled roof structure. 1155 Pine appears to be a massed plan form and exhibits a side-gabled roof accompanied with a front porch. The small gabled awning over the front door present in the 1948 Assessor's Card has been replaced by a larger metal porch or portico. The siding and windows are not original, and the roof shingles were replaced



Current photo of building.

in 2018, likely after a hailstorm that caused damage to many house roofs in Louisville. The rear room is not original to the house and was constructed by 1962, which is the date of construction for another small addition in the rear.



*Above: Current photo of building.
Left: Floor plan from the HSA. Red indicates the original house.*

Caboose

Information provided by the Caboose HSA, completed by DAJ Design

The Caboose underwent a conversion from boxcar to caboose around 1942. In 1973, it was relocated and incorporated into a commercial restaurant. As part of this adaptive reuse, modifications were made to the structure by removing approximately $\frac{1}{3}$ of the south wall, which was replaced when it was moved to its current location.

The structure has been gutted inside and is currently a single-level open bay, with tongue-in-groove wood walls and flooring clad to steel framing. It maintains a rectangular form with an all-steel cupola on top, five window openings on each long side, and one door on each end. The Caboose retains its original Bettendorf trucks and most of its exterior hardware, though only two of its original four steps remain.

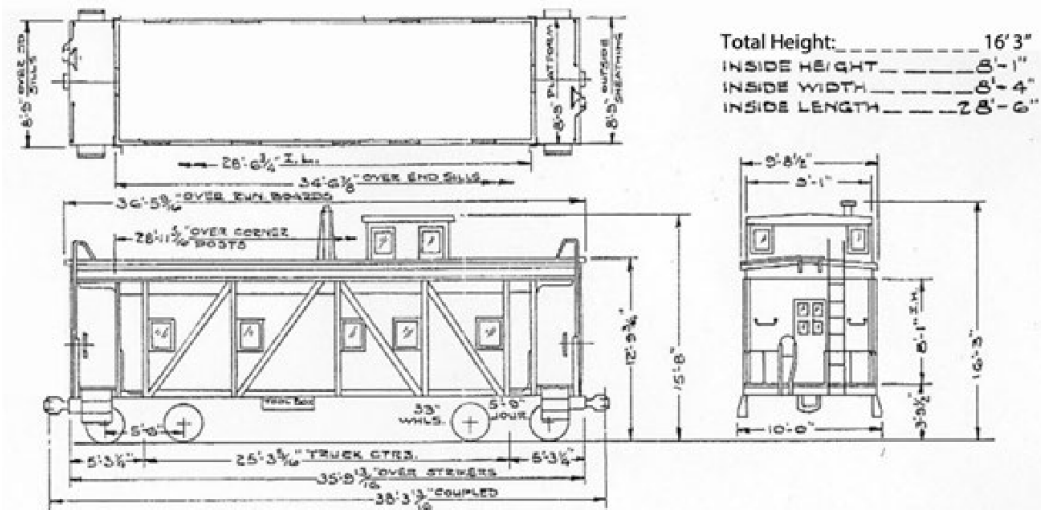


Current photo of the Caboose.

The northwest long-side of the caboose, as well as

both short-sides, have their original wood cladding, but contain various rotted sections, which have temporary patches of 1/2" plywood affixed with wood screws.

The southeast, street-facing, long-side of the caboose is missing the entirety of its original wood cladding, and has had temporary sheathing consisting of 4x8 plywood panels installed in 2024. All original window glass is missing.



Rendering of the Caboose.

Steinbaughxcar

Historical photos of a boxcar from the same production show that the general shape and form of wooden components of the car remained when the structure was acquired by the applicant. Restoration work on the boxcar has started, but staff does not have information on what work has been completed and to what extent new materials have been added to the structure. No windows are located on the structure, and one opening to access the inside of the structure remains in its original location. The structure has been fitted with new rail wheels and sits on train tracks.



*Top: Photo of the Steinbaughxcaboose on the Autrey Farm.
Bottom: Current photo of Steinbaughxcaboose.*

HISTORICAL SIGNIFICANCE ANALYSIS AND CRITERIA:

For Listing as a Local Landmark for the Miner's Mansion and Caboose:

In order to receive a City of Louisville Landmark designation, landmarks must be at least 50 years old and meet one or more of the criteria for architectural, social or geographic/environmental significance. All such properties must also be evaluated for physical integrity as described in Louisville Municipal Code (LMC) [Section 15.36.050\(A\)](#). Staff analysis of the landmark criteria for the Miner's Mansion and the Caboose is found in Table 2 below.

Table 2. Staff Analysis of Landmark Criteria for Miner's Mansion and Caboose



Criteria

A. Landmarks must be at least 50 years old and meet one or more of the criteria for architectural, social or geographic / environmental significance.

Miners Mansion		Caboose	
Criteria Met?	Analysis	Criteria Met?	Analysis
Yes	- Constructed in 1920, approximately 100 years old. - Architectural significance is met, as described below.	No	- Used as a restaurant in Louisville starting in 1972, 53 years ago. - Although the Louisville Caboose was brought to the City over 50 years ago and was part of a well-known restaurant, the relocation to 1155 Pine Street has removed it from its original historical context. The railcar itself, before it was part of a restaurant, has no historical connection to Louisville, and at its current location provides a false sense of historical significance to Louisville. Therefore, the caboose does not meet standards for architectural or social significance.

Criteria

1. a. Architectural.

- 1) Exemplifies specific elements of an architectural style or period.
- 2) Example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally.
- 3) Demonstrates superior craftsmanship or high artistic value.
- 4) Represents an innovation in construction, materials or design.
- 5) Style particularly associated with the Louisville area.
- 6) Represents a built environment of a group of people in an era of history that is culturally significant to Louisville.
- 7) Pattern or grouping of elements representing at least one of the above criteria.
- 8) Significant historic remodel.

Miners Mansion		Caboose	
Criteria Met?	Analysis	Criteria Met?	Analysis

Table 2. Staff Analysis of Landmark Criteria for Miner's Mansion and Caboose



Yes <i>Criterion 1 & 6</i>	- National form speaks to railroad and mining history - Common architectural form in Louisville. - Front porch is compromised by non-original metal awning/porch.	No	- The unique architecture of a reused railcar as restaurant is a credit to its architectural interest, but at its new location it loses its unique context and link to Louisville. - The Caboose is not original to Louisville and was in operation as a restaurant for only about 25 years, attenuating its architectural and social significance to the city.
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Criteria

b. Social.

- 1) *Site of historic event that had an effect upon society.*
- 2) *Exemplifies cultural, political, economic or social heritage of the community.*
- 3) *Association with a notable person or the work of a notable person.*

Miners Mansion		Caboose	
Criteria Met?	Analysis	Criteria Met?	Analysis
No	- No connection to a notable person or event. - The property does not exemplify a particularly notable heritage.	No	The Caboose does have a connection to social heritage of Louisville through its unique use for 25 years as a restaurant, but loses this connection and context through its relocation and disconnection from the original social experience it is known for.

Criteria

1. c. Geographic/environmental.

- 1) *Enhances sense of identity of the community.*
- 2) *An established and familiar natural setting or visual feature that is culturally significant to the history of Louisville.*

Miners Mansion		Caboose	
Criteria Met?	Analysis	Criteria Met?	Analysis

Table 2. Staff Analysis of Landmark Criteria for Miner's Mansion and Caboose



No	- Not located in a historic neighborhood. - Not surrounded by buildings to create a sense of historic identity of the community.	No	- Not located in a historic neighborhood - Not surrounded by buildings to create a sense of historic identity of the community.
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Criteria

3. *All properties will be evaluated for physical integrity and shall meet one or more of the following criteria:*
- Shows character, interest or value as part of the development, heritage or cultural characteristics of the community, region, state, or nation.*
 - Retains original design features, materials and/or character.*
 - Remains in its original location, has the same historic context after having been moved, or was moved more than 50 years ago.*
 - Has been accurately reconstructed or restored based on historic documentation.*

Miners Mansion		Caboose	
Criteria Met?	Analysis	Criteria Met?	Analysis
Yes <i>Criterion b & c</i>	- The building has retained most of its original form aside from the rear additions and changes to the front porch, both of which are proposed to be removed. - The building has remained in its original location since construction.	Yes <i>Criterion b & d</i>	- The structure has been / is in the process of being restored to its 1970s restaurant form. - The Caboose has been moved from its original location and has been moved less than 50 years ago. - It does not currently serve the same historical use. - There are no plans for future use of the structure.

For Finding of Probable Cause for the Rear Railcar ("Steinbaughxcar"):

Under Resolution No. 17, Series 2019, a property may be eligible for reimbursement for a historic structure assessment (HSA) from the Historic Preservation Fund (HPF) if the Historic Preservation Commission finds "Probable cause to believe the building may be eligible for landmarking under the criteria in Section 15.36.050 of the Louisville Municipal Code." Further, "A finding of probable cause under this Section is solely for the purposes of action on

the pre-landmarking building assessment grant request, and such finding shall not be binding upon the HPC, City Council or other party to a landmarking hearing.” Staff analysis of the Steinbaughxcar for probable cause is found in Table 3 below.

Table 3. Staff Analysis of Landmark Criteria for Probable Cause for the Rear Railcar (“Steinbaughxcar”)



Criteria

A. Landmarks must be at least 50 years old and meet one or more of the criteria for architectural, social or geographic / environmental significance.

Criteria Met?

Analysis

No

- Although the boxcar was constructed in 1800s, its physical location has been inside City Limits for less than 50 years.
- Analysis of architectural, social, and geographic significance explained below.

Criteria

1. a. Architectural.

- 9) *Exemplifies specific elements of an architectural style or period.*
- 10) *Example of the work of an architect or builder who is recognized for expertise nationally, statewide, regionally, or locally.*
- 11) *Demonstrates superior craftsmanship or high artistic value.*
- 12) *Represents an innovation in construction, materials or design.*
- 13) *Style particularly associated with the Louisville area.*
- 14) *Represents a built environment of a group of people in an era of history that is culturally significant to Louisville.*
- 15) *Pattern or grouping of elements representing at least one of the above criteria.*
- 16) *Significant historic remodel.*

Criteria Met?

Analysis

No

- There are no notable unique architectural features on the Steinbaughxcar.
- Does not represent superior craftsmanship nor does it represent innovation in construction.

Criteria

b. Social.

- 4) *Site of historic event that had an effect upon society.*
- 5) *Exemplifies cultural, political, economic or social heritage of the community.*
- 6) *Association with a notable person or the work of a notable person.*

Criteria Met?

Analysis

No

- Although the applicant has identified an inscription noting “JJ Steinbaugh, Louisville, Colo” there is no other direct evidence that this boxcar exemplifies a social heritage related to the history of Louisville.

Table 3. Staff Analysis of Landmark Criteria for Probable Cause for the Rear Railcar (“Steinbaughxcar”)



	Not part of a historic site or event.
Criteria 1. c. <i>Geographic/environmental.</i> 3) <i>Enhances sense of identity of the community.</i> 4) <i>An established and familiar natural setting or visual feature that is culturally significant to the history of Louisville.</i>	
Criteria Met?	Analysis
No	- Not located in a historic neighborhood. - Not surrounded by buildings to create a sense of historic identity of the community.
Criteria 4. <i>All properties will be evaluated for physical integrity and shall meet one or more of the following criteria:</i> e. <i>Shows character, interest or value as part of the development, heritage or cultural characteristics of the community, region, state, or nation.</i> f. <i>Retains original design features, materials and/or character.</i> g. <i>Remains in its original location, has the same historic context after having been moved, or was moved more than 50 years ago.</i> h. <i>Has been accurately reconstructed or restored based on historic documentation.</i>	
Criteria Met?	Analysis
No	- Although the structure is being restored to its original form, there is no social or architectural tie to Louisville, so the original boxcar form is not relevant to Louisville’s history. - The structure has been moved from its original location and was moved to Louisville less than 50 years ago.

If probable cause were to be granted, given the size and simple architectural detail of the Steinbaughxcar, staff recommend a grant amount of up to \$2,500 for reimbursement funds for the HSA. A Commercial HSA can receive up to \$10,000 in grant reimbursement funding.

For Extension of the Finding of Probable Cause for the Caboose:

Staff supports extending the Caboose Probable Cause determination. As noted in the December 18, 2023 HPC meeting minutes, the primary objective of allowing an HSA on the Caboose was to gather more historical and structural information to better evaluate its potential for landmark status. The HSA has since been completed, and staff finds the original rationale for

granting probable cause remains valid. An expiration date was established as a condition of this Probable Cause approval. However, Probable Cause requests typically do not expire.

ALTERATION CERTIFICATE REQUEST AND ANALYSIS FOR MINER'S MANSION AND CABOOSE:

The applicant requests an alteration certificate for the Miner's Mansion, the addition of the relocated home to the Miner's Cabin, and restoration of the Caboose. Alteration certificate requests are tied to landmark requests to ensure the work proposed would not affect a property's historical integrity for landmarking.

The following alterations are requested:

1. Miner's Mansion Alteration Certificate Requests:
 - Lifting and relocating the historic building to the east approximately 5 feet.
 - Allowing an addition to the existing building.
 - Replacement of windows throughout the building to match the historic openings and window style.
 - Allow for larger window configuration at the south elevation of the building.
 - Replacement and/or restoration of the trim and siding throughout the building.
 - Replacement of the historic awning above the front door on the south elevation of the building using the historic photos as guidance.
 - Allow for a subterranean breezeway to connect the historic building and the addition.
2. Caboose Alteration Certificate Requests:
 - Replace all wood elements on the entire Caboose (excluding original ceiling wood inside), using historically appropriate, clear, vertical grain old-growth Alaskan Yellow Cedar or Douglas Fir 2x6 tongue-and-groove milled lumber.
 - Installation of 18 windows and 2 doors in Caboose in original openings.
 - Reconstruct catwalk along Caboose roof to historical accuracy, install original smokestack on roof.
 - Install 3 ladders on Caboose.
 - Install historically accurate corner lamps on Caboose.





Renderings of the proposed building alterations.

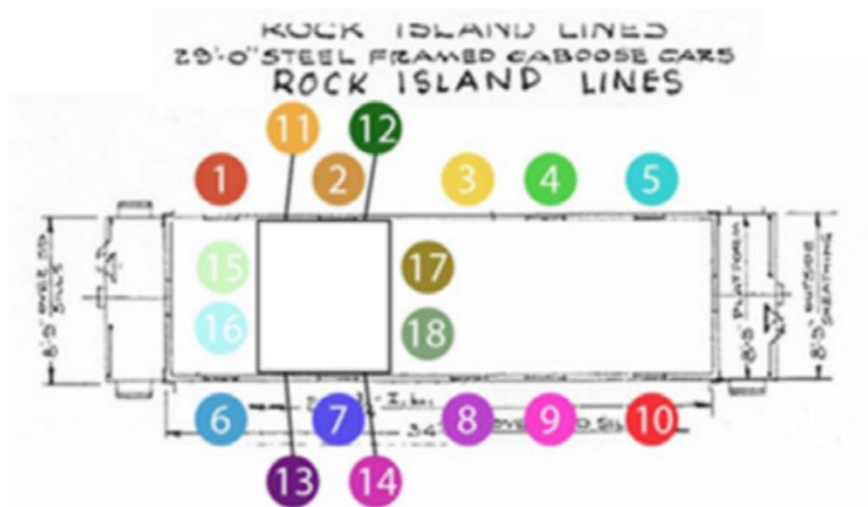


Diagram showing window locations on the Caboose.



Image of the Caboose showing various elements included in the Alteration Certificate request.

Sec. 15.36.120. - Criteria to review an Alteration Certificate.

A. The commission shall issue an Alteration Certificate for any proposed work on a designated historical site or district only if the proposed work would not detrimentally alter, destroy or adversely affect any architectural or landscape feature which contributes to its original historical designation.

B. The commission must find the proposed alteration to be visually compatible with designated historic structures located on the property in terms of design, finish, material, scale, mass and height. When the subject site is in an historic district, the commission must also find that the proposed alteration is visually compatible with characteristics that define the district. For the purposes of this chapter, the term "compatible" shall mean consistent with, harmonious with, or enhancing to the mixture of complementary architectural styles, either of the architecture of an individual structure or the character of the surrounding structures.

C. The commission will use the following criteria to determine compatibility:

Table 4: Staff Analysis of Alteration Certificate Requests for Miner's Mansion and Caboose		
Criteria and Standards	Met?	Evaluation
1. <i>The effect upon the general historical and architectural character of the structure and property.</i>	Yes	<u>Miner's Mansion</u> Even though the rear addition is large, it is separated to the rear through an underground passage making it appear distinct and subordinate to the original house. <u>Caboose</u> All proposed elements are intended to restore the historical character of the structure.
2. <i>The architectural style, arrangement, texture, and material used on the existing and proposed structures and their relation and compatibility with other structures.</i>	Yes	<u>Miner's Mansion</u> The proposed addition will use materials that are architecturally compatible with the historic building. <u>Caboose</u> The proposed materials to restore the Caboose are architecturally compatible with historic imagery.
3. <i>The size of the structure, its setbacks, its site, location, and the appropriateness thereof, when compared to existing structures and the site.</i>	Yes	<u>Miner's Mansion</u> The proposed rear addition is set apart to appear detached from the main house, preserving its character.
4. <i>The compatibility of accessory</i>	No	<u>Caboose</u>

Table 4: Staff Analysis of Alteration Certificate Requests for Miner's Mansion and Caboose

Criteria and Standards	Met?	Evaluation
<i>structures and fences with the main structure on the site, and with other structures.</i>		The Caboose was not historically used as a railcar in Louisville, and its placement may create a false history.
<i>5. The effects of the proposed work in creating, changing, destroying, or otherwise impacting the exterior architectural features of the structure upon which such work is done.</i>	No* (staff recommends a condition to meet the criterion) Yes	<u>Miner's Mansion</u> The proposed enlargement of the front windows will impact the exterior architectural features of the building. <u>Caboose</u> The proposed work will not destroy existing exterior architectural features.
<i>6. The condition of existing improvements and whether they are a hazard to public health and safety.</i>	N/A	No public health hazards are identified with this proposal.
<i>7. The effects of the proposed work upon the protection, enhancement, perpetuation and use of the property.</i>	Yes	<u>Miner's Mansion</u> The proposed work will not negatively affect the future usability of the building. <u>Caboose</u> The future use of the Caboose is unclear, but any proposed alterations will not affect the use of the main building.
<i>8. a. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.</i>	Yes No	<u>Miner's Mansion</u> The proposed live-work use allows the property to retain its historic residential character. <u>Caboose</u> The Caboose was historically used as a restaurant in Louisville, and no future restaurant uses or any new uses are proposed. The new use as an accessory structure on a live-work property is not consistent with the historic characteristics of the site.

Table 4: Staff Analysis of Alteration Certificate Requests for Miner's Mansion and Caboose

Criteria and Standards	Met?	Evaluation
<i>8. b. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.</i>	No* (staff recommends a condition to meet the criterion) Yes	<u>Miner's Mansion</u> The front windows are proposed to be altered from the historic form. Staff recommends a condition that the original window openings be maintained in order to retain the original character of the home. This is especially critical on the front-facing façade of the home. <u>Caboose</u> The placement and restoration of the Caboose will not alter the characterization of the property.
<i>8. c. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.</i>	Yes No	<u>Miner's Mansion</u> The request related to the house and addition do not include conjectural features or other features that create a false sense of history. <u>Caboose</u> The placement of the structure and all proposed alterations contribute to a false sense of history.
<i>8. d. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.</i>	N/A	There are no architectural features on this property that have acquired historic significance in their own right.
<i>8. e. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.</i>	N/A	No existing distinctive finishes are proposed to be removed.

Table 4: Staff Analysis of Alteration Certificate Requests for Miner's Mansion and Caboose

Criteria and Standards	Met?	Evaluation
<i>8. f. Deteriorated historic features shall be repaired rather than replaced. When the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. In the replacement of missing features, every effort shall be made to substantiate the structure's historical features by documentary, physical, or pictorial evidence.</i>	N/A	No deteriorated features are identified for this project.
<i>8. g. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.</i>	N/A	Damaging techniques are not proposed for use on this project.
<i>8. h. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.</i>	N/A	Significant archeological resources have not been identified on this property.
<i>8. i. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its</i>	Yes N/A	<u>Miner's Mansion</u> The proposed addition is physically detached from the above-grade historic building and would not destroy historic materials on the historic building. <u>Caboose</u> No additions or new construction is proposed for the Caboose.

Table 4: Staff Analysis of Alteration Certificate Requests for Miner's Mansion and Caboose

Criteria and Standards	Met?	Evaluation
<i>environment.¹</i>		
<i>8. j. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.</i>	Yes N/A	<u>Miner's Mansion</u> The proposed addition looks detached from the historic building from above grade, so the removal of the addition would minimally impact the historic building. <u>Caboose</u> No additions or new construction is proposed for the Caboose.

GRANT REQUESTS:

Preservation and Restoration Grant Request

The applicant is requesting approval of Preservation and Restoration grants for the Miners Mansion and the Caboose. The total matching grant request for the Miners Mansion is \$194,178, which includes a request for an “extraordinary circumstances” determination above the maximum commercial grant allowance of \$150,000.

The total matching grant request for the Caboose is \$77,150. It appears that the applicant is requesting grants for some work that is already completed. However, Resolution 17, Series 2019, only allows work completed prior to landmarking as a credit against the matching requirement for restoration and rehabilitation grants for work that takes place after landmarking. Therefore, not all the requested grants are eligible. Staff requested from the applicant additional information on what work has already been completed and supporting information on the cost of that work, which is required by Resolution 17, Series 2019, but has not yet received it (see underlined sections below).

Sec. 12. h. An applicant may request that the value of stabilization, restoration or preservation work completed on the structure prior to landmarking be considered as a credit against the matching requirement of this Section. Credit for such previously completed work is at the discretion of the City Council. Credit may only be considered under the following circumstances:

- i. Only work completed within five years prior to the effective date of landmarking may be considered for potential credit against the matching requirement.
- ii. The work previously performed was for stabilization, restoration, or preservation of the historic structure. No landscaping or site work may be considered for potential credit against the matching requirement. No interior work, except for structural work, sensitive upgrading of mechanical, electrical, and plumbing

- systems, and other code-required work to make the property functional, may be considered for potential credit against the matching requirement.
- iii. Consideration for credit against the matching requirement may only be given to costs of previously completed work which is documented by paid receipts or invoices. The applicant shall provide the City with complete copies of all such receipts or invoices together with proof of payment, and shall also provide any available supporting documentation upon City request. The request for consideration of previously completed work shall also be accompanied by applicant's written certification that the work for which credit is requested was completed and the costs thereof were incurred and paid, and that the information in such request is true and accurate to the best of applicant's knowledge and belief. The value of in-kind services completed by the applicant shall not be considered.
 - iv. The amount of credit given for any previously completed work shall be determined by the City Council with input from the Commission, considering such factors as the nature, extent and useful life of the work, the time it was completed, the appreciated or depreciated value of the work, and such other factors as determined relevant.

Approved work must fall under the categories of preservation, rehabilitation, and restoration according to Resolution 17, Series 2019 that establishes the Historic Preservation Funds implementation policies.

Preservation is the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property as they now exist. Approved work focuses upon the repair of exterior historic materials and features rather than extensive replacement and new construction.

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate.

Restoration is the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time. Approved work focuses on exterior work and includes the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

In addition, Section 12.c of Resolution No. 17, Series 2019 allows for the exceeding of grant limitations subject to the following criteria:

These grant limitations described above may be exceeded upon recommendation of the Commission and approval by City Council upon a showing of extraordinary circumstances relating to building size, condition,

architectural details, or other unique condition compared to similar Louisville properties. Any grant exceeding the above limitations shall be conditioned on the applicant matching at least one hundred percent (100%) of the amount of the grant with expenditures or an equivalent value of approved in-kind services that are integral to the project that is deemed eligible for a grant from the HPF.

Staff reviewed the grant request by evaluating whether each item qualifies for grant funding as preservation, rehabilitation, or restoration work. The applicant provided cost estimates for each item, and each requested amount includes additional funding to account for extraordinary circumstances. As a result, extraordinary circumstances are being requested for all items.

Staff have provided analysis and recommendations for each grant request. However, limited analysis was available for certain items—such as site grading and drainage, foundation work, and floor framing—due to uncertainty about whether the requested amounts apply to the entire site, including the Mansion, Haven, and subterranean breezeway, or only the Mansion. Since grant reimbursements are limited to work on just the Miner’s Mansion, staff will verify the final eligible amounts during the reimbursement process.

To ensure grant funds are allocated appropriately, and considering the Haven’s eligibility for up to \$75,000 in non-matching funds through the New Construction grant, staff recommend including a condition that all grant awards for the Miner’s Mansion be restricted to work on the Mansion building itself and the ground directly beneath it.

Findings are summarized in the following table.

Table 5. Staff Analysis of Preservation and Restoration Grant Requests for Miner’s Mansion			
Requests		Analysis	
Description	Amount	Recommended amount, if different than request	Is it preservation, restoration, or rehabilitation, and qualifying work in the HSA?
<u>Demolition</u> – Demolition & disposal of rear addition in preparation for lift & move, disposal of old siding materials & previous 'foundation' materials	\$9,000		○ Restoration ○ Proposal is in HSA and is qualifying work. ○ Addition is not historic. ○ Staff find the requested amount to be adequate based on size of addition.
<u>Site Grading & Drainage</u> – Rough and final grade to provide proper slope away from the buildings.	\$8,488	\$8,488*	○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ Staff find the requested amount to be higher than other properties of similar sizes. *Grading and drainage work should only be for the historic home and no other structures on the property.

Table 5. Staff Analysis of Preservation and Restoration Grant Requests for Miner's Mansion

Requests		Analysis	
Description	Amount	Recommended amount, if different than request	Is it preservation, restoration, or rehabilitation, and qualifying work in the HSA?
<u>Excavation & Foundation</u> – Excavation and installation of new foundation for house. New damp-proofing, perimeter drain & sump pump per code.	\$57,688	\$42,510*	○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ The requested funding should not include foundation for anything other than rehabilitation for the historic home. ○ Revised amount reflects a lower cost estimate of excavation and foundation for just the Mansion. *Excavation and foundation work will only be reimbursed for the Miner's Mansion and no other structures.
<u>Floor Framing</u> – Install necessary support beams, columns, & joists per structure & code for the relocation of house on new foundation	\$29,250	\$29,250*	○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ Staff find the requested amount to be high based on the size of the building. * Floor framing will only be reimbursed for Miner's Mansion and no other structures.
<u>Wall & Roof Framing</u> – Framing to add required headers, roof support, replace broken studs and rafters, and restore/rebuild roof coverings at entries.	\$8,688		○ Restoration and Rehabilitation ○ Proposal is in HSA and is qualifying work.
<u>Exterior Envelope</u> – New weather barrier & siding to match the historic siding.	\$13,938		○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ Recommended matching amount is based on the applicant's cost estimate for items that do not meet extraordinary circumstances criteria.

Table 5. Staff Analysis of Preservation and Restoration Grant Requests for Miner's Mansion

Requests		Analysis	
Description	Amount	Recommended amount, if different than request	Is it preservation, restoration, or rehabilitation, and qualifying work in the HSA?
<u>Roofing & Waterproofing</u> – Replace roofing with original-style as per county assessor photo card. Shore up original roof framing as specified in HSA. Replace gutters & downspouts. Add roof venting per code.	\$7,375		○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ Recommended matching amount is based on the applicant's cost estimate for items that do not meet extraordinary circumstances criteria.
<u>Windows & Doors</u> – Installation of historically correct windows and doors in existing wood framed openings at house.	\$24,063		○ Restoration ○ Proposal is in HSA and is qualifying work. ○ Recommended matching amount is based on the applicant's cost estimate for items that do not meet extraordinary circumstances criteria.
<u>Insulation & Drywall</u> – Installation of 1/2" GWB on all walls and 5/8" GWB on all ceilings with screw attachment specifications by the structural engineer. Insulate house per code.	\$15,688		○ Rehabilitation ○ Proposal is in HSA and is qualifying work.
<u>House Relocations</u> – Lift, support, & move the house structure directly East 6' to accommodate PUD plan as well as allow new foundation work.	\$20,000	\$0	○ Relocation of home is not required and is being initiated by the applicant.
Total Requested	\$194,178	\$44,178 of this total falls within the extraordinary circumstances component of this grant request.	
Total Recommended	\$150,000	Staff do not find unique significance in the building size, architectural details, or other unique conditions that warrant extraordinary circumstances funding to exceed \$150,000.	

Although staff does not recommend the Caboose obtain City Landmark status, staff has provided analysis of the grant request below in case HPC approves the Landmark request. Because much of the restoration work on the Caboose has already been complete, Resolution 17, Series 2019 requires that the applicant provide detailed information on what work has already been completed vs. work yet to be completed along with documentation on the cost of the completed work. Staff has not received all requested information from the applicant in relation to the Caboose and made its recommendations based on observation of what work is completed.

Table 6. Staff Analysis of Grant Requests for the Caboose			
Requests		Analysis	
Description	Amount	Recommended amount, if different than request	In HSA and qualifying work?
Demolition	\$1,750	\$0	Demolition is already completed and not eligible. The amount could be eligible as a credit against any matching requirements for other grant categories.
Site Grading, Drainage & Railbed Construction	\$8,200	\$0	Railbed construction and grading around the railcars is already completed. The amount could be eligible as a credit against any matching requirements for other grant categories. The amount submitted also may be for the entire railbed construction, and should be prorated to only cover the railbed cost for the Caboose.
Floor Reconstruction	\$3,250	\$0	It appears that the floor has already been reconstructed. The amount could be eligible as a credit against any matching requirements for other grant categories.
Envelope – Exterior Walls	\$28,000	\$0	It appears that the exterior walls and envelope have already been restored. The amount could be eligible as a credit against any matching requirements for other grant categories.
Roofing & Waterproofing	\$6,900	\$0	It appears that roofing and waterproofing is complete. The amount could be eligible as a credit against any matching requirements for other grant categories.

Windows & Doors	\$8,000	\$7,000	○ It appears the door is intact and is a completed restoration that could be eligible as a credit against any matching requirements for other grant categories. ○ Windows have not been restored and are an eligible Restoration cost. Staff recommends that the grant request remove the door and only include the window costs. ○ Staff does not have line-item cost information for the windows vs the door, so has estimated a grant amount to take into consideration the ineligibility of the door for the grant.
Catwalk & Ladder Reconstruction	\$6,250	\$0	○ It appears that the catwalk and ladder reconstruction are complete. The amount could be eligible as a credit against any matching requirements for other grant categories.
Structure Move	\$14,800	\$0	The structure move is complete. The amount could be eligible as a credit against any matching requirements for other grant categories.
Total Requested	\$77,150		
Total Recommended (if the Caboose obtains landmark status)	\$7,000	Staff find that since the Caboose is an accessory structure to the primary building, any funding allocated to the Caboose should be included in the \$150,000 maximum grant amount for the property as a whole. Staff also finds the Caboose does not present significance in scale or design to warrant extraordinary circumstances funding.	

New Construction Grant Request for Haven House (rear addition)

The applicant is also requesting approval of a New Construction grant to assist with the placement of the Haven house, which is connected to the primary structure through a subterranean breezeway and is classified as a building addition. The total non-matching grant request is \$15,000 but can be a maximum of \$75,000 for commercial properties. Staff recommend up to the maximum commercial amount to be used towards moving the Haven to its correct location. Final reimbursement amounts will be contingent on a paid invoice and must meet the following criteria:

Owners of landmarked property on which new commercial structures or additions to existing commercial structures are proposed are eligible for grants of up to \$75,000 for new commercial construction that, beyond mandatory requirements, substantially limits mass, scale, and number of stories, preserves setbacks, preserves pedestrian walkways between buildings, and protects the historic

integrity of the property and its environment by differentiating new work from the old. Qualifying new construction must limit building height to two stories or match the existing height of the historic building if more than two stories, and have a floor area ratio (FAR) 20% below what is allowed by zoning.

FISCAL IMPACT:

The current unincumbered Historic Preservation Fund (HPF) balance is in excess of \$3.5M with around \$1M in revenues each year. While the fund has been historically underutilized, staff anticipate reviewing multiple commercial grant applications for more than \$1 million in 2025/2026. The HPF will sunset in 2028 unless extended.

City Council approved a contract on August 5, 2025 to purchase 1016 Main Street for \$1.4M using HPF funds with the intent of landmarking and reselling. There is one other active application for a commercial landmarked property requesting grants totaling \$1.2M, which could reduce total HPF funds to \$900k.

A \$50,000 landmark incentive grant (unmatched) is accompanied by approved commercial landmark requests. A \$4,000 HSA grant has already been awarded for the Miner's Mansion. Not including the landmark incentive grant, the applicant is requesting a total of **\$300,328**, which includes the following requests:

- \$194,178 for the Miner's Mansion
- \$77,150 for the Caboose
- \$15,000 for New Construction
- Up to \$4,000 for the Caboose Probable Cause / HSA
- Up to \$10,000 for the Steinbaughxcar Probable Cause / HSA

Staff's recommendation, excluding the landmark incentive grant, is a total of **\$229,000** and includes the following:

- \$150,000 for the Miner's Mansion
- \$75,000 for New Construction
- Up to \$4,000 for the Caboose Probable Cause / HSA

STAFF RECOMMENDATION:

Staff recommend **approval** of the following requests:

- Landmark designation of the Miner's Mansion;
- Alteration certificate for the Miner's Mansion with the following condition:
 - The historic windows opening size and location on the front façade shall be maintained;
- Extension of the Probable Cause determination for the Caboose, allowing a grant in the amount of \$4,000 to complete an HSA;
- A Preservation and Restoration Grant for up to \$150,000 for the Miner's Mansion;
 - All work for the grant shall only be for the Miner's Mansion building and ground directly beneath it.
- A New Construction grant for the rear addition ("Haven") for up to \$75,000;

Staff recommend **denial** of the following requests:

- Landmark designation of the Caboose;
- A Preservation and Restoration Grant for up to \$77,150 for the Caboose; and
- Probable Cause for the rear railcar (the "Steinbaughxcar").

ATTACHMENTS:

1. Application Materials
2. Miner's Mansion Social History Report
3. Caboose Social History Report
4. Miner's Mansion Historic Structure Assessment
5. Caboose Historic Structure Assessment
6. Caboose Probable Cause approval letter
7. Meeting minutes from Probable Cause discussion for the Miner's Mansion and the Caboose, dated December 18,.2023
8. Resolution No. 7, Series 2025 (Landmark)
9. Resolution No. 8, Series 2025 (Alteration Certificate)
10. Resolution No. 9, Series 2025 (Grants)

HISTORIC PRESERVATION PROGRAM INTAKE FORM

ADDRESS

1155 Pine St., Louisville, CO 80027
The Mansion

APPLICATION TYPES

- ☐ Historic Structure Assessment
- ☒ Landmark
- ☒ Historic Preservation Fund Grant
- ☐ Historic Preservation Fund Loan
- ☒ Alteration Certificate
- ☐ Demolition Review

APPLICANT INFORMATION

Name: Andy Johnson | DAJ Design

Address: 922A Main Street, Louisville, CO 80027

Telephone: 303-527-1100

Email: andy@dajdesign.com

Applicant Signature:

NOTES

Landmark, alteration certificate, and grant funding to restore the existing historic house, named The Miner's Mansion to its original, historic quality. Please see attached narrative for scope of work and cost assessment for the grant.

A PUD application is also under review for this work.

OWNER INFORMATION *(if not applicant)*

Name: Travis Ramos

Address: 731 Pine Needle Ln

Telephone: 720-382-8727

Email: ramosfamily@thelouisvillcaboose.com

Owner Signature:

Travis Ramos

CERTIFICATIONS:

By initialing below, I certify that:

- I understand that any grants provided by the City may be counted as income for tax purposes. TR
- I am the owner of the property at the address above, or have been authorized by the owner to make an application. TR
- I understand that only the property owner may be reimbursed for any and all grants. TR

August 12, 2025

Emily Cline-Gibson
Historic Preservation Planner
City of Louisville
749 Main Street
Louisville, CO 80027

RE: 1155 PINE HISTORIC PRESERVATION APPLICATION - THE MINERS' MANSION

Dear Ms. Cline-Gibson,

Please find our historic preservation application for the house structure at 1155 Pine St in Louisville, also known as 'The Miners' Mansion' or 'The Mansion'. Following the Historic Structure Assessment, conducted by DAJ Design, the owners of The Mansion have elected to preserve and restore it in as close to its known original condition as possible. Below are the objectives for our application:

Objectives

- Requesting Landmark status for The Mansion.
- Requesting grant funding for historic preservation of The Mansion.

The Miner's Mansion, a historic early 1910s-1920s Louisville residence. It is a rare surviving example of the area's vernacular worker housing, and was inhabited by coal miners of the Desailly Family for the first ~70 years of its existence. Its placement next to the original Colorado & Southern Railway trackage also further cements its position as a tangible link to the city's coal mining and railroad heritage.

Located at 1155 Pine Street since its original construction (using pieces and parts of a boxcar, no less), it is positioned to complement The Louisville Caboose, The 'Steinbaughxcar', and other planned features of the "Historic East Gateway," creating a unified, immersive heritage destination. Restoration with Historic Preservation Funds will allow for the repair of historic siding, windows, roof elements, structural repairs, and other period details essential to preserving its architectural integrity.

Once restored, the home will serve as a publicly visible landmark that enhances downtown's historic character, supports heritage tourism, and provides educational opportunities about early 20th-century life in Louisville, while honoring the community's commitment to preserving its past. It will also be a key component of the vision for the historic East Gateway to downtown the applicant is attempting to create.

The intended use of The Mansion with its new addition is to serve as a Live-Work project. The main floor of the Mansion will serve as the commercial component, and the new addition and basement will serve as the residential component of the Live-Work use. The addition will be in the form of a relocated Louisville historic house from the East Street Village Development, which is currently underway. The historic home, called The Haven, has been removed from the East Street Village site and is in storage, awaiting its new home.

Due to the commercial component of the Live-Work use being dedicated to the existing historic structure, The Mansion, this application could qualify for the commercial grant program. For consistency with the HSA, we are continuing to follow the residential path for the applications, however the higher than typical amounts should be considered in light of the commercial use of the building.



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Items from the HSA we want to address in the Grant Application

- The top of the foundation relative to the top of grade should be determined around the perimeter of the house. If the top of the foundation is determined to be at or below the existing grade, new grading should occur to bring the grade down below the top of the foundation, as prescribed by a licensed structural engineer.
- The building could also be lifted or moved to allow a new foundation to be installed to properly support the building. Coordinate new foundation and further assessment with a licensed structural engineer.
- New footings are likely needed to support the point and distributed loads from the roof and floor framing as specified in the recommendations of the 'Roof framing systems' section of this report above. New foundation support below the new beam and posts supporting the floor and roof framing should be coordinated with a licensed structural engineer.
- The beams and beam supports should be replaced or reinforced as prescribed by a structural engineer. The best method is to construct new beams and beam supports that support the existing floor joists and remove the existing beams and beam supports as prescribed by a licensed structural engineer. These new supports should bear on footings new foundation supports as prescribed by a licensed structural engineer and located at a depth and soil bearing capacity as specified by a licensed geotechnical engineer.
- The floor framing should be observed by a licensed engineer and repaired as needed. Special attention should be given to the connections between the foundation walls, floor joists, beams, and beam supports. The floors are not suitable for additional load resulting from a remodel or addition.
- All ledgers supporting floor joists should be evaluated by a licensed structural engineer for proper connection to the existing foundation wall and support of the floor framing.
- An attic access hatch should be installed in the ceiling per code.
- The front porch roof north facing gable roof, and northwest addition flat roof were not entirely visible during the observation. Further analysis would be required once these roof structures, these roof structures are exposed.
- Hurricane clips (or toenails) may need to be added where roof framing members bear on exterior walls to meet the minimum IRC code requirements of today.
- Collar ties and diagonal bracing are needed to be in compliance with current IRC code for prescriptive roof framing.
- Remove the steel siding, foam backer, and composite siding to expose the original wood siding.
- Repair, refinish, or replace the original wood siding.
- Remove the entire front porch roof and columns. The placement of the original front door covering should be visible with the exposure of the wood siding.
- Consider moving the side awning to the original location if this is verified with the wood siding exposure. The side awning should be rehabilitated to match the original appearance by removing the trim and soffit. The structure of this awning should be assessed by a licensed structural engineer.
- Consider replacing the roof with a fire-treated wood sawn-shingle (cedar) to match the original roof.
- Replace the missing downspouts on the covered front porch.
- Determine the discharge location of the buried downspouts.
- Ensure that all gutters, downspouts, and downspout extensions are maintained to discharge water away from the building foundation and are kept clear of debris.
- The gutters and downspouts are not historic. Consider replacing the gutters with ½ round gutters and the downspouts with round downspouts. Though not historic, these styles will more appropriately match the historic nature of the house.
- Remove the aluminum storm doors from both doors. These doors are in well covered areas that do not need storm doors for weather protection. If screen doors are desired, a minimally framed screen door could be added.
- Remove the front entry wood door. Replace this door with a new wood door that matches the 1948 Boulder County Assessor's card image.



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- Remove the aluminum storm windows from all windows. Consider replacing it with new wood storm windows of minimal visual impact. These windows should be removable, with an option for bug screens installed in their place during the warmer months.
- Determine the original window opening sizes and locations when the framing or original siding is revealed with the removal of the steel and composite siding.
- Windows should be replaced with new window units that match the appearance of those in the historic photo from 1948. Typical tall and narrow, single-hung windows can be found on several houses in the Louisville area built at a similar time.
- The soffits and fascia should be replaced throughout the entire house and with matching fascia sizes and profile.
- Remove the steel trim with the steel siding exposing the original window, door, and corner trim sizes below. Add new trim according to the determined sizes.
- The wood floor framing members including the sill plate, rim board, floor joists, and floor sheathing should be inspected for rot caused by poor drainage. If rot is found in any of these members, the affected flooring should be replaced as prescribed by a licensed structural engineer.
- All areas where grade slopes towards the house, if any, should be re-graded to direct water away from the house foundation.
- It is not recommended to add additional roofing materials such as an additional layer of shingles (code allows for up to two layers), or solar panels without the additional structural support mentioned above. Additionally, any energy upgrades, such as increased insulation in the attic, could result in prolonged snow retention on the roof and could ultimately affect roof performance without first completing structural reinforcement.
- Without the opportunity to observe the exterior wall structure, we do not have any recommendations currently. If the opportunity presents itself, the exterior walls should be assessed by a licensed structural engineer. The owner is to note that the walls will need to be evaluated if any remodels or additional load is to be added. It is likely that additional studs may need to be added for the increased loads above in combination with the wind load on the building.
- Consider adding a new false chimney centered on the original house gable. The location of this chimney can be determined by patchwork in the roof sheathing as seen in the attic.
- The electrical service panel should be replaced by a licensed electrical engineer with a new 200-amp panel compliant with current codes.
- The overhead electrical service should be replaced by a licensed electrical engineer with a new underground electrical line compliant with current codes.
- Removal of the steel and composite siding may reveal original light fixture locations apparent on the original wood shiplap siding. If the siding is removed and historic light fixture locations are determined, replace the exterior light fixtures with a full cutoff, high-efficiency unit.
- Landscaping east of the house and north of the caboose and boxcar should be completed to limit soil movement.
- Continue to monitor the drainage around the perimeter of the house. The perimeter should be observed after snow and significant rain events to assess for any areas of pooling water.
- Continually monitor the main floor walls for signs of foundation distress such as cracking or improper door operation. Wall cracks were not observed within the wall finish on the main level. If signs of cracking are detected, these areas should be evaluated by a licensed engineer and repaired as needed.
- If the main floor deflection is inadequate, consult a licensed structural engineer for additional support design options.
- The front porch roof north facing gable roof, and northwest addition flat roof were not entirely visible during the observation. Further analysis would be required once the roof structures are exposed.
- The furnace should be replaced with a high-efficiency unit with a sealed combustion intake/exhaust system. Once replaced, the existing supply and return lines should be evaluated for any leaks.
- Consider adding an air-condition unit that supplies the entire house as the house is likely poorly insulated.

- Consider replacing the water heater with a high-efficiency unit with a sealed combustion intake/exhaust system.

The table below shows The Miners' Mansion project costs, delineating the cost differences between total budget costs, typical grant fund requests per item, proposed qualifying costs under the "extraordinary circumstances" provision per item, the grant request amount, and the owner matching funds per item. The typical budget costs are derived from our extensive experience in conducting local historic preservation work in Louisville.



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Proposed Budgets Qualifying for Grant Funding

Qualifying Items	Total Budget	Fund Request for Typical Items	Qualifying for Extraordinary Circumstances	Grant Request	Grant Match	Scope of Work
Demolition	\$23,000	\$5,000	\$18,000	\$9,000	\$9,000	Demolition & disposal of added on kitchen at back of house in preparation for lift & move, disposal of old siding materials & previous 'foundation' materials
Site Grading & Drainage	\$19,975	\$3,000	\$16,975	\$8,488	\$8,488	Rough and final grade to provide proper slope away from the buildings.
Excavation & Foundation Work	\$170,375	\$55,000	\$115,375	\$57,688	\$57,688	Excavation and installation of new foundation for house. New damp-proofing, perimeter drain & sump pump per code.
Floor Framing	\$70,500	\$12,000	\$58,500	\$29,250	\$29,250	Install necessary support beams, columns, & joists per structure & code for the relocation of house on new foundation
Wall & Roof Framing	\$29,375	\$12,000	\$17,375	\$8,688	\$8,688	Framing to add required headers, roof support, replace broken studs and rafters, and restore/rebuild roof coverings at entries.
Envelope - Exterior Walls	\$52,875	\$25,000	\$27,875	\$13,938	\$13,938	New weather barrier & siding to match the historic siding.
Roofing & Waterproofing	\$23,750	\$9,000	\$14,750	\$7,375	\$7,375	Replace roofing with original-style as per county assessor photo card. Shore up original roof framing as specified in HSA. Replace gutters & downspouts. Add roof venting per code.



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Windows & Doors	\$88,125	\$40,000	\$48,125	\$24,063	\$24,063	Install of historically correct windows and doors in existing wood framed openings at house.
Insulation & Drywall	\$76,375	\$45,000	\$31,375	\$15,688	\$15,688	Installation of 1/2" GWB on all walls and 5/8" GWB on all ceilings with screw attachment specifications by the structural engineer. Insulate house per code.
House Relocations	\$40,000	\$0	\$40,000	\$20,000	\$20,000	Lift, support, & move the house structure directly East 6' to accomodate PUD plan as well as allow new foundation work.
Non-Historic Work	\$747,650	\$0	\$0	\$0	\$0	Items not qualifying for historic grant funding.
Total Proposed Work	\$1,342,000	\$206,000	\$388,350	\$194,175	\$194,175	

Percent of project funded by the Historic Preservation Fund: 14.47%

In summary, the requested grant amount is \$194,175 between funding for typical items and qualifying extraordinary circumstances. In addition, we would like to apply for the New Construction Grant of \$15,000. Please contact me if you have any questions.

Warm regards,

Andy Johnson, AIA

HISTORIC PRESERVATION PROGRAM INTAKE FORM

ADDRESS

1155 Pine St., Louisville, CO 80027
The Louisville Caboose

APPLICATION TYPES

- ☐ Historic Structure Assessment
- ☒ Landmark
- ☒ Historic Preservation Fund Grant
- ☐ Historic Preservation Fund Loan
- ☒ Alteration Certificate
- ☐ Demolition Review

APPLICANT INFORMATION

Name: Andy Johnson | DAJ Design

Address: 922A Main Street, Louisville, CO 80027

Telephone: 303-527-1100

Email: andy@dajdesign.com

Applicant Signature:

NOTES

Landmark, alteration certificate, and grant funding to restore The Louisville Caboose to its original historic quality. Please see attached narrative for scope of work and cost assessment for the grant.

OWNER INFORMATION *(if not applicant)*

Name: Travis Ramos

Address: 731 Pine Needle Ln

Telephone: 720-382-8727

Email: ramosfamily@thelouisvillcaboose.com

Owner Signature:

Travis Ramos

CERTIFICATIONS:

By initialing below, I certify that:

- I understand that any grants provided by the City may be counted as income for tax purposes. TR

- I am the owner of the property at the address above, or have been authorized by the owner to make an application. TR

- I understand that only the property owner may be reimbursed for any and all grants.
TR

August 12, 2025

Emily Cline-Gibson
Historic Preservation Planner
City of Louisville
749 Main Street
Louisville, CO 80027

RE: 1155 PINE HISTORIC PRESERVATION APPLICATION - CABOOSE

Dear Ms. Cline-Gibson,

Please find our historic preservation application for The Louisville Caboose at 1155 Pine St in Louisville. Following the Historic Structure Assessment, conducted by DAJ Design, the owners of the caboose have elected to preserve and restore it in as close to its known original condition as possible. Below are the objectives for our application:

Objectives

- Requesting Landmark status for The Louisville Caboose.
- Requesting grant funding for historic preservation of the caboose.

Initially built circa 1913–1915 as a Rock Island Railroad B-2 boxcar, the railcar was converted into a caboose in 1942 in support of the war effort during WWII. Once decommissioned, it later became part of the Gandy Dancer Restaurant in Louisville in 1973, as well as several other restaurants to follow. After living at the intersection of Main St. and South Boulder road for nearly 50 years, it was saved from demolition in 2020 through a community-led effort by our clients, and ultimately relocated to its current site in December 2023.

Positioned along a short section of recreated historic Colorado & Southern Railway tracks, the caboose is intended as a cultural centerpiece for the proposed “Historic East Gateway” to downtown Louisville

Architecturally, the caboose retains its classic early 20th-century railroad style, featuring a steel ‘exoskeleton’ structure, cupola, and original Bettendorf trucks. Despite several different uses over its lifetime the structure remains largely intact. At present, the caboose is gutted inside, with 237.5 sq ft of open interior space and no utilities. Its condition varies: the steel frame is sound, the roof was replaced in 2025, but much of the original wood cladding, windows, and exterior details are missing or deteriorated and in need of restoration or replacement.

Once restored, The Louisville Caboose will serve as a landmark and historic interpretation feature, with adaptive reuse potential to be determined in alignment with city regulations and the vision for the historic East Gateway to downtown our clients are attempting to create.

Below is an outline of the scope of work for the historic preservation portion of the project. Included in this outline are descriptions illustrating the typical conditions found in other Louisville historic preservation projects with budget costs associated with those scopes of work. The average budget costs are derived from our extensive experience in conducting local historic preservation work.



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Proposed Work for Grant Application



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- Replace all wood elements on the entire caboose (excluding original ceiling wood inside), using historically appropriate, clear, vertical grain old-growth Alaskan Yellow Cedar or Douglas Fir 2x6 tongue-and-groove milled lumber, likely from a mill in the Pacific Northwest.
- All eighteen windows reconstructed and installed, emulating the original ones in fit and finish.
- Recommended removal and restoration of both doors with new windows and hardware. Use tempered glass where required for both doors and windows.
- Paint exterior with appropriate, oil-based paint
- Properly seal all external junctions where water could infiltrate
- Both for safety, as well as for an adaptive future reuse, consider bringing electricity to the structure. Even a small, code-compliant electrical box with outlets could provide basic circuits for exterior and interior lighting to both light the structure at night as a display piece, as well as increase safety.
- Depending on the adaptive future reuse, consider welding the body of the caboose to the trucks so it is firmly fixed in place.
- Cupola should have proper surface preparation and a new coat of paint. Ideally Epoxy 2K primer topcoated with weather-resistant industrial grade paint.
- Add gutters if possible to route precipitation away from the walls and base of the structure, which could contribute to degradation over time
- Reconstruct the catwalk along the roof using applicant's documentation and remaining pieces as templates from it. Wood for the catwalk should be the same as specified for the other facets of the caboose - correctly cut clear, dense, old-growth, vertical grain Alaskan Yellow Cedar or Douglas Fir.
- Affix the ladders to the catwalk once it's been reconstructed.
- Add landscaping buffer around perimeter to limit erosion and provide context signage.
- Add gutters to route precipitation away from the walls which could contribute to degradation over time.
- Media-blast, powder coat, and install the original smokestack in its proper location on the roof.
- Use the existing step-up ladder as a template, have the other three ladders made to match in original fit and finish.
- Paint or powder coat all 'grab-irons' and reinstall with proper square head hardware.
- Source original corner lamps for the caboose and replace with as close to original units as possible.
- Depending on adaptive future reuse, add gas, water and sewer connections.
- Design and install interpretive signage for historic education

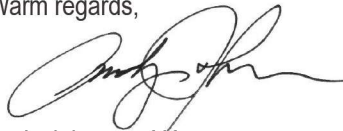
The below table outlines The Louisville Caboose project costs delineating the cost differences between total budget costs, typical grant fund requests per item, proposed qualifying costs under the “extraordinary circumstances” provision per item, the grant request amount, and the owner matching funds per item:

Proposed Budgets Qualifying for Grant Funding

Qualifying Items	Total Budget	Fund Request for Typical Items	Qualifying for Extraordinary Circumstances	Grant Request	Grant Match
Demolition	\$8,500	\$5,000	\$3,500	\$1,750	\$1,750
Site Grading, Drainage, Railbed Construction	\$21,400	\$5,000	\$16,400	\$8,200	\$8,200
Floor Reconstruction	\$14,500	\$8,000	\$6,500	\$3,250	\$3,250
Envelope - Exterior Walls	\$68,000	\$12,000	\$56,000	\$28,000	\$28,000
Roof & Waterproofing	\$17,800	\$4,000	\$13,800	\$6,900	\$6,900
Windows & Doors	\$28,000	\$12,000	\$16,000	\$8,000	\$8,000
Catwalk & Ladder Reconstruction	\$12,500	\$0	\$12,500	\$6,250	\$6,250
Structure Move	\$29,600	\$0	\$29,600	\$14,800	\$14,800
Non-Historic	\$155,000	\$0	\$0	\$0	\$0
Total Proposed Work	\$355,300	\$46,000	\$154,300	\$77,150	\$77,150
Percent of project funded by the Historic Preservation Fund:				21.71%	

In summary, the requested grant amount is \$77,150 between funding for typical items and qualifying extraordinary circumstances. Please contact me if you have any questions.

Warm regards,



Andy Johnson, AIA



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HISTORIC PRESERVATION PROGRAM INTAKE FORM

ADDRESS

1155 Pine St., Louisville, CO 80027
Boxcar

APPLICATION TYPES

- ☒ Historic Structure Assessment
- ☐ Landmark
- ☐ Historic Preservation Fund Grant
- ☐ Historic Preservation Fund Loan
- ☐ Alteration Certificate
- ☐ Demolition Review

APPLICANT INFORMATION

Name: Andy Johnson | DAJ Design

Address: 922A Main Street, Louisville, CO 80027

Telephone: 303-527-1100

Email: andy@dajdesign.com

Applicant Signature:

NOTES

Probable cause determination to allow for HSA grant funding of \$4,000 to assess the Boxcar.

OWNER INFORMATION *(if not applicant)*

Name: Travis Ramos

Address: 731 Pine Needle Ln

Telephone: 720-382-8727

Email: ramosfamily@thelouisvillcaboose.com

Owner Signature:

Travis Ramos

CERTIFICATIONS:

By initialing below, I certify that:

- I understand that any grants provided by the City may be counted as income for tax purposes. TR

- I am the owner of the property at the address above, or have been authorized by the owner to make an application. TR

- I understand that only the property owner may be reimbursed for any and all grants.
TR

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



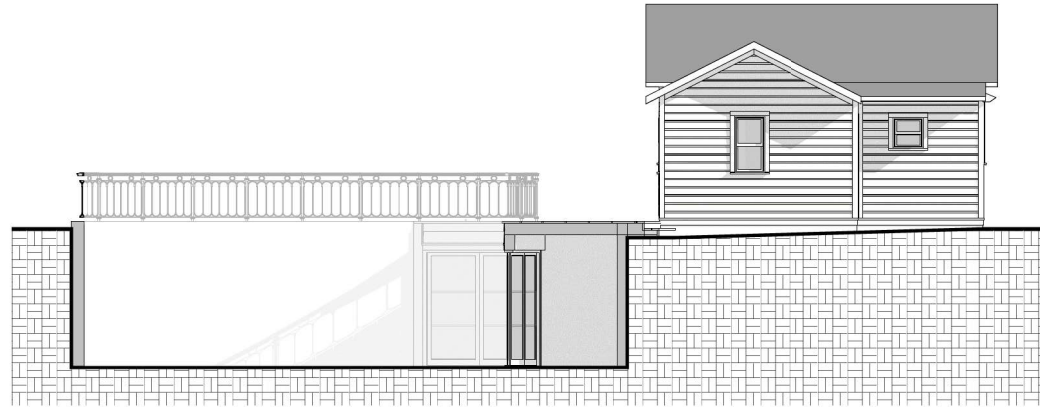
1 SOUTH ELEVATION



2 EAST ELEVATION

SHEET NAME:	EXHIBIT 1
BUILDING ELEVATIONS	OCTOBER 30, 2024

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



1 SOUTH SECTION



2 WEST ELEVATION

SHEET NAME:	EXHIBIT 2
BUILDING ELEVATIONS	OCTOBER 30, 2024

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



1 SOUTH SECTION



2 EAST ELEVATION

SHEET NAME:	EXHIBIT 3
BUILDING ELEVATIONS	OCTOBER 30, 2024

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



1 NORTH ELEVATION



2 WEST ELEVATION

SHEET NAME:	EXHIBIT 4
BUILDING ELEVATIONS	OCTOBER 30, 2024

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



1 EAST SECTION

SHEET NAME:	EXHIBIT 5
BUILDING ELEVATIONS	OCTOBER 30, 2024



1155 Pine St.

Legal description: TR 696 8-1S-69 (SEC T R TR PT SEC 8 T1S R69W)

Year of Construction: circa 1920-25 (see discussion below)

Summary: The history of this house is notable for its unusual location inside the "wye" formed by three sets of railroad tracks and the influence of William Lee on the development of east Louisville.

Additionally, ownership by the Desailly family and later the Duran family represent the experiences of French and Hispanic residents, both important and sometimes marginalized communities in Louisville.

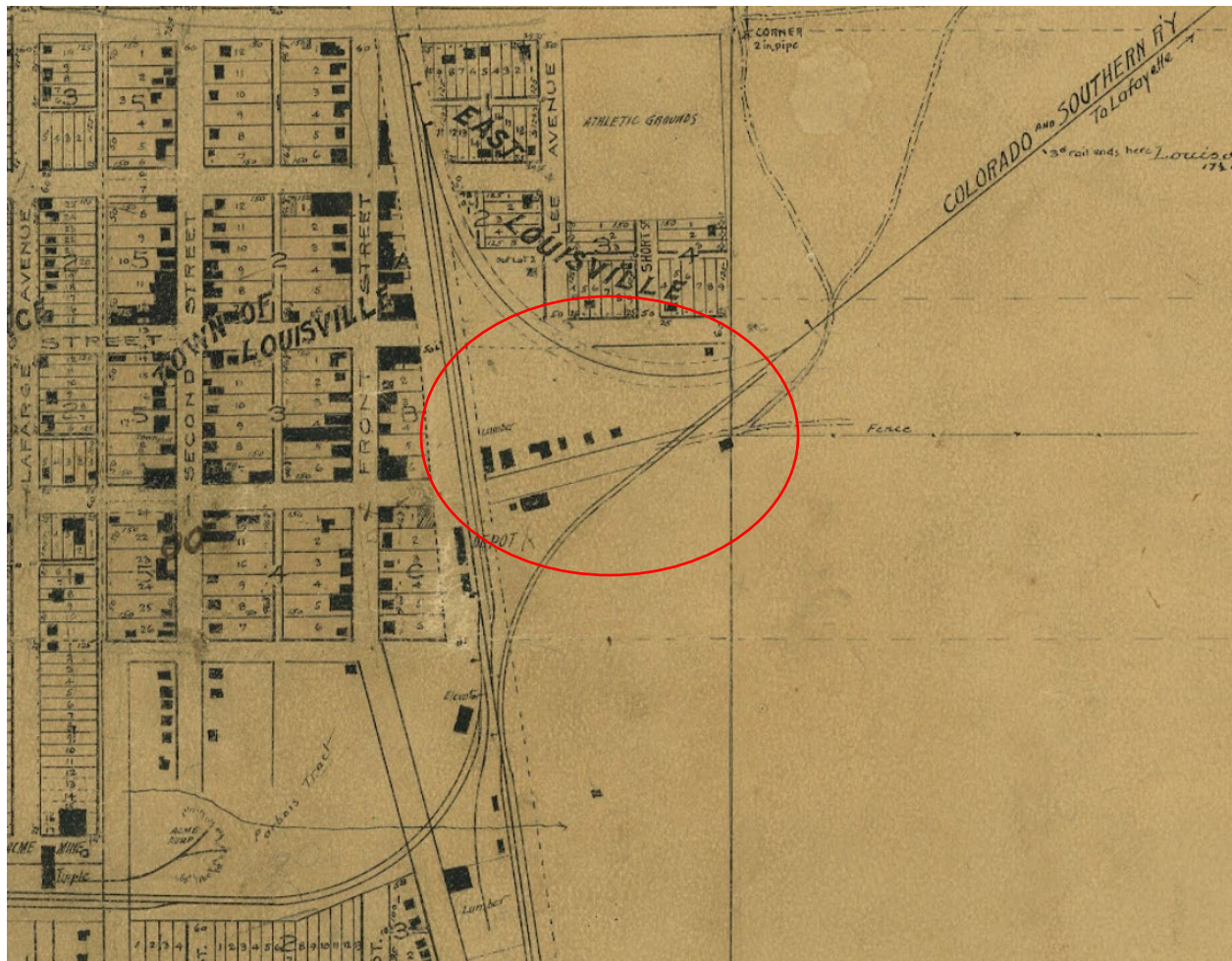
Neighborhood Context; Development of Neighborhood by William Lee

To provide context to the area in which 1155 Pine is located, several houses on the north side of Pine just east of the railroad tracks are in an area in downtown Louisville that was never added to the town as a normal subdivision with lots and blocks. The original reason for this likely goes back to the location of coal mines in the Louisville area and the placement of railroad spurs that left the main tracks to reach these coalmines. The buildings along this stretch of Pine located between the railroad tracks and Highway 42 were historically in an area created by the intersection of three sets of railroad tracks. According to an autobiography entitled From Happy Valley to the Mountaintop (Daniel Publishing, 2002) written by Lee Evans, who was the grandson of William and Ruby Lee, this triangle of land was located within the "wye" of the three sets of connected tracks. According to Lee Evans, the wye was used for turning trains. The north-south railroad line on the left is the main line that still exists. The other two are spurs that served coalmines and are no longer present.

Because this area of Pine Street was not platted, the legal descriptions of these properties are not expressed in blocks and lots. Also, the addresses of these properties under Louisville's previous address system appear to have not followed a pattern, making it difficult to use old Louisville directories to identify what families may have lived at 1155 Pine prior to 1940.

Charles C. Welch started the first coal mine (the Welch Mine on Empire Road) in the area in 1877. Welch and his family members purchased property in and around original downtown Louisville in anticipation of an influx of workers at the new coalmines. Welch family members owned the Jefferson Place Addition, the Pleasant Hill Subdivision, and a number of downtown lots. Charles Welch's wife, Rebecca

Welch owned the area east of the railroad tracks that included the East Louisville subdivision and the unplatted "wye".



The "wye" shown on the 1909 Drumm's Wall Map; 1155 Pine would be located at the eastern end of the row of houses directly south of Short St. It appears that the house was not yet built at the time this map was created in 1909.

Earliest Parcel History

Rebecca Welch sold the entire tract known as the "wye" to William J. Lee (1857-1946) for \$400 in 1905. Born in Wisconsin in 1857, William Lee moved to Louisville in the late 1890s or early 1900s with his brother, George. They purchased land from Rebecca Welch and platted the subdivision of East Louisville in 1906. This area includes Miners Field and the streets of South, Walnut, Spruce, Park, and Lee between the railroad tracks and today's Highway 42. They appear to have sold the house lots quickly, perhaps because of the proximity of East Louisville to the Hecla, Rex 1, and Rex # 2 coal mines that were in operation along the eastern edge of Louisville at the time. It is not known why William Lee did not plat the land he owned inside of the "wye." According to the book of memoirs written by his grandson, William Lee early on built four houses in this area on the north side of Pine Street to the east of the main tracks. William Lee also sold the site for the Ernest Grill & Co. lumber yard next to the railroad tracks. In

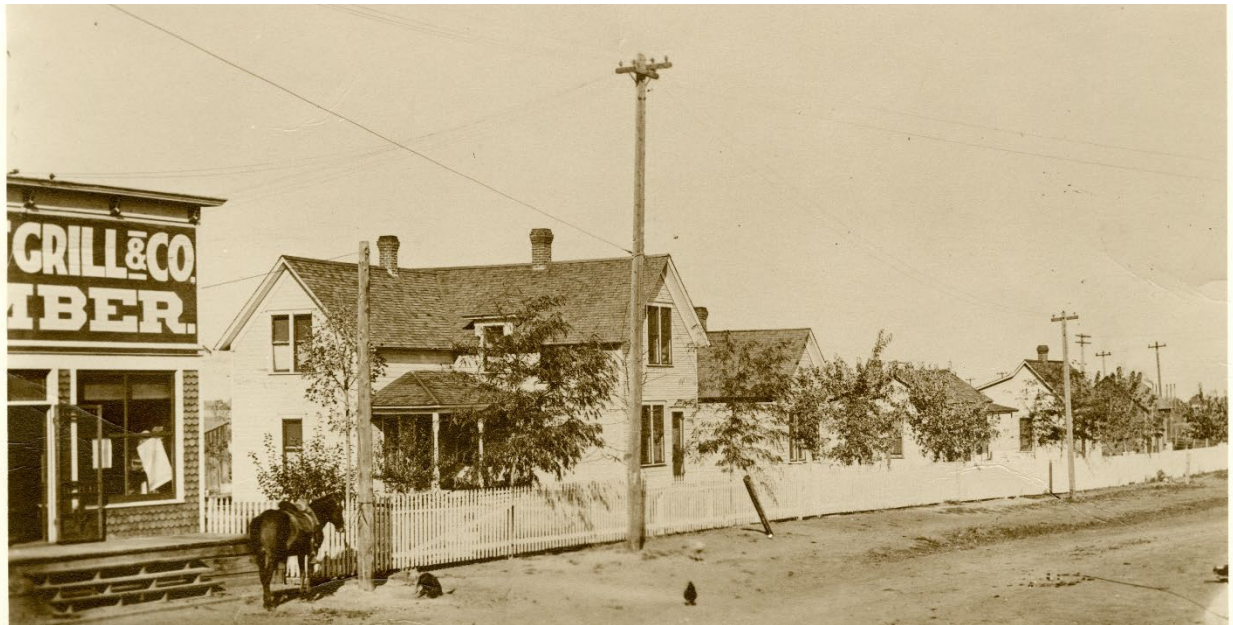
the map shown above, the houses are the four easternmost buildings, while the two buildings on the west side are believed to have been associated with the lumber yard.

William Lee built a house for himself in the “wye” at 1105 Pine next to the Ernest Grill Lumber Yard prior to 1909 and lived there until his death in 1946. His son Harry Lee lived next door at 1125 Pine.

Date of Construction, early tenants

Today, there are six houses along the north side of Pine Street on the east side of the tracks: 1105, 1109, 1125, 1133, 1145, and 1155 Pine. A Methodist Church Parish Map of Louisville, Colorado made in circa 1923- 25 shows five houses along this stretch of Pine. We know from its appearance and other records that 1109 Pine was constructed more recently (the County states that it was constructed in 1967). This suggests that the other five houses were already constructed by circa 1923-25. In an aerial photo taken in the 1930s, there also seem to be five houses in this area. The 1920 census taken in January of that year lists only four houses located in the wye. For these reasons, the closest estimate for when 1155 Pine was constructed would be circa 1920-1925.

It is also unclear who the earliest tenants were at this address from the 1920s until 1938. It is likely that it was used by William Lee as a rental for coal miners or employees of the Colorado & Southern Railroad, similarly to the neighboring houses on this street.



This photo c.1920s shows five houses on east Pine St. 1155 Pine can be seen at the very end of the street.

Harry E. Lee Ownership, 1938-1947

In 1938, when William Lee was 81 years old, he sold the lot for 1155 Pine along with several other tracts of land to his son, Harry Edward Lee. In 1930, Harry Lee (1880-1962) was living in Superior with his wife Anna May Giles (1883-1964) and their children – William, Harry Elwin and Eleanor June. By 1935, Harry Lee and family were living next door to William Lee on east Pine St. but it is likely that they lived at 1125 Pine (a property that was also owned by Harry Lee) and rented out 1155 Pine. At the time, Harry Lee was working as a general laborer and contractor and his son, Harry Elwin was working as a coal miner.

Based on the 1940 census, there were two rental properties in the wye at the time with tenants Victor and Mildred Lehti, and Emit and Laura Trott. Victor Lehti was working as a miner and Emit Trott owned a junkyard. However, it cannot be stated for certain that either of these families lived at 1155 Pine.



1930s aerial view looking south towards east Pine St. with eastern edge of the wye and 1155 Pine.

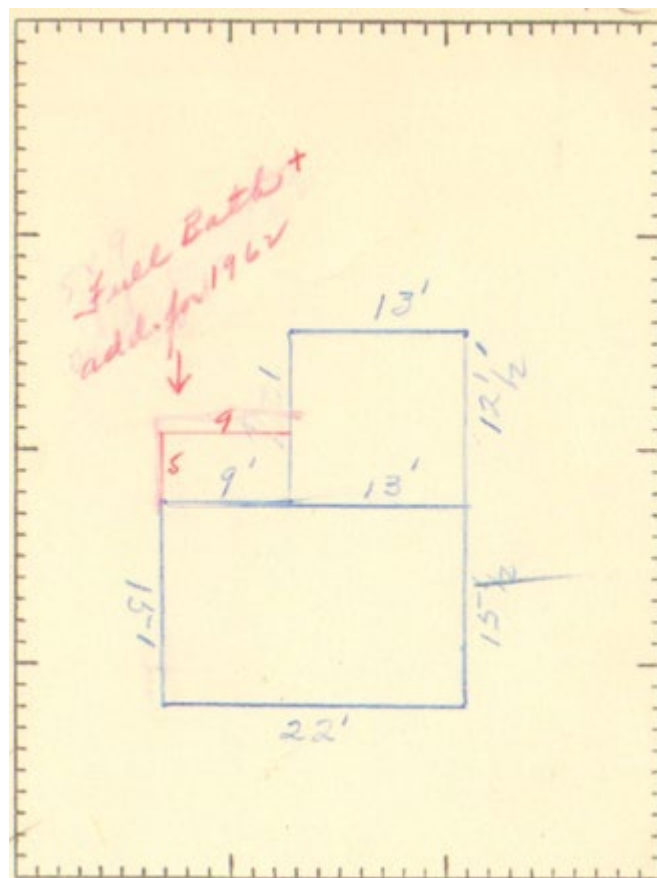
Desailly Family Ownership, 1947-1970

In 1947, Harry E. Lee sold 1155 Pine to Emile and Pauline Desailly. The Desaillys are identified in the 1943 directory as already living at this address and it is possible that they were renters before purchasing the house. Emile Zenon Desailly (1889-1970) and Apollonie Pauline Desailly (1889-1969) were both born in France and married in 1909. They came to the U.S. via Canada, arriving in Port Huron, Michigan in 1917 with their two children – Victor (age 8) and Antoinette (age 4). Emile worked as a coal miner and the family lived in Kansas and Illinois. While in Illinois, Emile became a naturalized citizen in 1935 and Pauline in 1939 at the age of 50. In 1939, they moved to Routt County, Colorado and in 1943, they were living in Louisville at 1155 Pine. Emile worked at the Centennial Mine and was active in the United Mine Workers until he retired in 1950. In 1956, they transferred ownership of the house to their son Victor Z. Desailly (1909-1967) and his wife Marie Lucas Desailly (1910-1991) for \$1.00. Despite the transfer of ownership, it appears that Emile and Pauline continued living at 1155 Pine until Pauline's death in 1969 and Emile's death in 1970. Victor and Marie Desailly lived nearby at 721 Jefferson. Victor Desailly also worked as a miner and construction worker and at the National Bureau of Standards until his death in 1967.

During the Desailly family ownership, Louisville installed a sewer system in the 1950s and the Desailly's added a bathroom to the house in 1962.



View of 1155 Pine from 1948 or 1950 Assessor Card



Updated floorplan from 1962 Assessor Card

Kathryn Marie King and Frank J. Kuretich, Jr. Ownership, 1970-1978

Marie Desailly sold the property to Kathryn King and Frank J. Kuretich in 1970. Kathryn and Frank J. are the children of Frank Kuretich (1907-1978) and Rosa Softich (1912-1988). Frank and Rose are descended from immigrants from Yugoslavia (currently Croatia) and Austria, but both were born in Colorado. They were married in 1931 and moved to New Mexico where Frank worked as a coal miner and their children – Frank J. and Kathryn were born. The Kuretich family arrived in Louisville in 1940 or 1941. They are notable for being the last residents of the Tomeo House, which is currently part of the Louisville Historical Museum. Shortly after, the Kuretich family was living at 1024 LaFarge where Frank J. and Kathryn grew up. At that time Frank continued to work as a coal miner and Rose began as a maid at a hospital and was later a surgical aid at Boulder Community Hospital by the time of her retirement in 1966. It is not apparent that either Kathryn or Frank J. ever lived at 1155 Pine and they may have used the property for additional rental income.

Recent Ownership

Josephine A. Duran and Diana D. Sorbo Ownership, 1978-1997

Josephine Duran (1934-2015) purchased the house from Kathryn King and Frank J. Kuretich in 1978. Josephine grew up in Louisville in the 1940s and lived on Front St. with her parents Solomon Duran (1903-1970) and Emma Zamora Duran (1913-1944) and eight siblings and half-siblings. Louisville has been home to several generations of the Duran family beginning with Josephine's grandparents, Jose Eligio Duran (1881-1956) and Maria Apodaca (1888-1977). Jose and Maria were both born in Colorado and lived in several different towns before moving to Louisville by 1940. They had fifteen children, including their oldest son Solomon Duran who was Josephine's father. In both the 1940 and 1950 census, there are three Duran families living on Front St. including Josephine's family. Many of the Duran men worked in construction, farming, or with the railroad. Josephine worked at Luigi's restaurant in Louisville and later at the University of Colorado-Boulder. She moved to Westminster after her retirement. The location of 1155 Pine is in proximity to members of the extended Duran family as well as other Hispanic families that lived primarily on Front St. and the Little Italy neighborhood.

Jerald S Gilkison Ownership, 1997-current

Jerald Gilkison is the most recent owner of the property at 1155 Pine, purchasing the lot from Josephine Duran in 1997.

The preceding research is based on a review of relevant and available online County property records, census records, oral history interviews, Louisville directories, and Louisville Historical Museum maps, files, and obituary records.



1000 E. South Boulder Rd.

Legal Description per County Assessor's Office: Lots 3 thru 6, Coal Creek Station 2;
Current owner listed in Boulder County property records is Coal Creek Station Properties LLC.

Year of Construction: This restaurant made out of old train cars was established in 1972. The exact ages of the train cars are not known.

Summary: In 1972, this structure was created from old train cars that included boxcars and a caboose in order to create a railroad-themed restaurant by the railroad tracks in Louisville. According to a newspaper article from that time, it was the first phase in what was to be a 14-acre shopping and residential complex called Coal Creek Station. The last restaurant to have been housed in the structure is believed to have closed in around 2000.

Local Area Background

It is believed that the area being developed as part of Coal Creek Station in the 1970s had not previously been developed, with the exception of the establishment of the Wagon Wheel Inn (now Union Jack Liquor), which was established in the 1940s, and the construction of a few houses (now gone) in the early 1900s. The 1909 Drumm's Wall Map of Louisville shows this area to consist of about three platted blocks of the Caledonia Place subdivision with "Vacated 1-6" written across it. The reason for the area having been vacated is not known.

This area is just north of the Little Italy neighborhood of Louisville, which did appear on the 1909 map and which already included many houses.

The 1909 map shows that South Boulder Rd. was at that time called Wyman Street. The restaurant at 1000 E. South Boulder Rd. was found to have been referred to by its Wyman St. address even as late as the 1970s.

Founding of the Gandy Dancer Restaurant in 1972

Coal Creek Station and the establishment of a restaurant made from rail cars as part of this development were the endeavors of Clifford Brock; his mother, Eva Brock; and William Arnold. They purchased at least part of the real property for the Coal Creek Station development in 1969 and formed the A & B Company. In 1972, they filed the trade name affidavit for the name “Coal Creek Station” with the County.

Eva Brock was a well known realtor in the Boulder-Louisville area. The agency she established is credited with having planned developments between Baseline and South Boulder Rd. in the vicinity of 76th St. Her son, Clifford, also worked in the realty business and had a construction business. William Arnold was affiliated with the Arnold Bros. Motor Company of Boulder.

According to a recent interview with Clifford Brock, the idea to make a train-themed restaurant next to the railroad tracks evolved out of a desire to turn a negative into a positive. Brock and the other owners thought that people generally wouldn’t want to be situated next to trains going by. The purpose of having a train-themed restaurant by the tracks was “to make it enjoyable instead of an eyesore.”

Brock described some of the challenges of developing this area. A railroad trash dump was located on the narrow piece of land between the main tracks and a railroad spur leaving the main tracks to go eastward. This spur was located immediately north of the houses on Harper Street in the Little Italy neighborhood. The trash dump had been used by the railroad for getting rid of trash from trains going through this area. The dump had to be leveled and the trash disposed of.

Brock also stated that in the early 1970s, the City of Louisville required the investors to bring in a drilling rig to conduct drilling tests to determine whether there were underground voids due to coal mining that historically took place under the surface of this property.

In 1971, Brock checked around to find out about the availability of old train cars. He originally acquired four boxcars and one caboose that were placed at the site. The two boxcars that are still at the site were purchased from the Colorado Southern Railroad Company. Available information indicates that the cars belonged to a crew that built bridges. One car was originally a shower car with a potbelly stove. The second car has been described as either a sleeping car or a tool storage car. The cars were transported to Louisville on the main railroad line.

The caboose was purchased from the Santa Fe Railway. It is said to have been transported to Louisville by flatbed semi-truck.

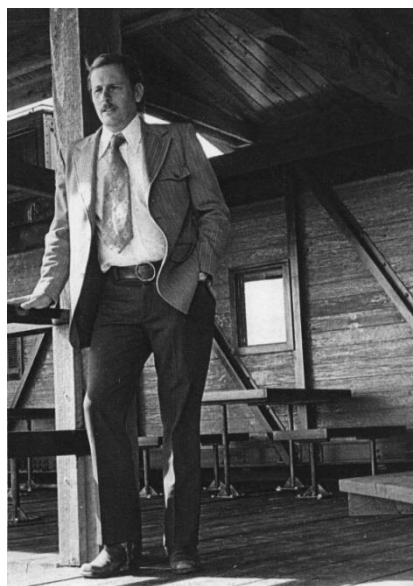
Brock stated that a section of railroad tracks was constructed next to and parallel to the real railroad tracks. The boxcars and caboose were lifted by crane and placed on the duplicate tracks, and the wheels were welded to both the cars and the tracks.

Brock's construction business insulated the cars and built tables and chairs. He stated that he also built the two story addition on the east side that included a kitchen and walk-in cooler. This was built to resemble a railroad depot. An open depot platform next to the caboose was for outdoor dining. The separate structure with the round top was envisioned as a railroad water tower. The name "Gandy Dancer" was selected for the restaurant; the phrase historically was used to refer to a workman who installed railroad track.

A *Boulder Daily Camera* article dated October 15, 1972 described the new Gandy Dancer restaurant that was set to open. As stated in the article, the partners in the restaurant itself were Cliff Brock and brothers Chuck Saenz and Al Saenz. Chuck Saenz was manager.

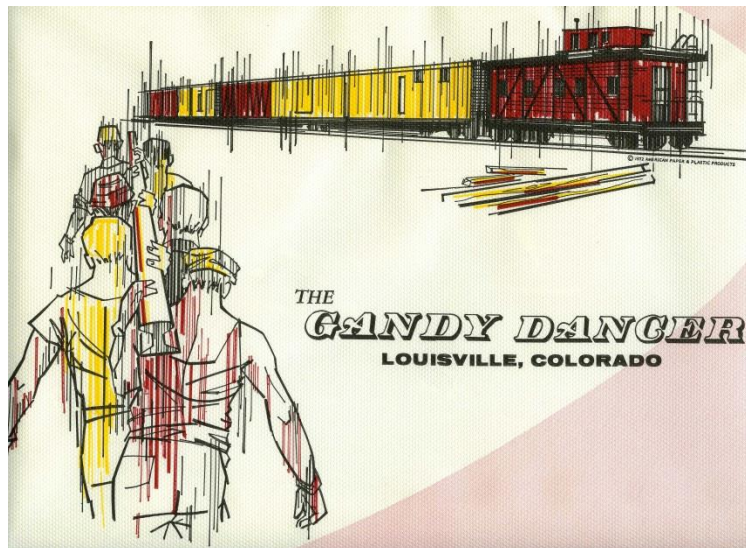
The restaurant, intended to be upscale, could seat about 116 people. The dinner menu included steak, crab legs, lobster, and prime rib. The caboose was primarily used for drinking and dancing and was sometimes referred to as a lounge. Customers were at times allowed to go into the upper part of the caboose. Recollections by current local residents indicate that it was a popular destination and enjoyed by many. The passing trains were part of the attraction.

The following photos accompanied the Daily Camera article. The first shows Clifford Brock on the depot platform at the Gandy Dancer Restaurant, while the second shows manager and partner Chuck Saenz in the restaurant:





The following image shows the placemat design of the Gandy Dancer:



The restaurant in the old rail cars constituted the first phase in what was to be a 14-acre shopping and residential complex, according to the 1972 *Daily Camera* article. The article went on to say that “[f]uture plans for the entire site include a supermarket, four story apartment building, a professional office building and more shops.”

After the Gandy Dancer had been in business for three or four years, different restaurant managers took over the lease in 1975 or 1976.

The four boxcars used to extend northward nearly to South Boulder Road. At some point, the northernmost two boxcars were removed and were replaced with a ramp, leaving two boxcars and the caboose. The year that this took place is not known.

An effort was made to locate a Boulder County Assessor card for this property by conducting several searches under different addresses and legal descriptions, but one could not be located.

Other Restaurant Names and Closure

The restaurant in the train cars continued under different names and different management for about 25 years. For at least part of this time, a boxcar could be used for private events for a fee.

Following its years as the Gandy Dancer, it became known as Coal Creek Junction in the late 1970s and early 1980s. A *Longmont Daily Times-Call* newspaper article from October 30-31, 1976 entitled “Louisville Restaurant Roundup” stated:

If you’d like to dine on a “train to nowhere,” Coal Creek Junction Restaurant is the place to do it. The restaurant on Boulder Road occupies one end of a string of old boxcars which have been renovated into a shopping and dining center. . . . Besides the atmosphere, the cuisine is different, with buffalo steaks topping the menu. The[y] also serve prime rib, steak and seafood. . . . To the delight of rushed business people, a “full-line lunch menu” includes a complimentary glass of wine.

In the 1980s and 1990, the restaurant was called Brothers Three. According to sources, it was next Kaddy Shack BBQ, then Hickory Sticks Smoke House & Grill. An exact date of when it closed its doors could not be located, but some local residents believe it to have been in around 2000.

Sources

The preceding research is based on a review of relevant and available online County property records, census records, oral history interviews, and related resources, and Louisville directories, newspaper articles, maps, files, obituary records, survey records, and historical photographs from the collection of the Louisville Historical Museum.

HISTORIC STRUCTURAL ASSESSMENT

1155 PINE STREET, LOUISVILLE, COLORADO

May 7, 2024



Evaluated by:

Andy Johnson, AIA
DAJ Design
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This Project was paid for by the Louisville Preservation Fund grant.

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1.0 INTRODUCTION

1.1 RESEARCH BACKGROUND / PROJECT PARTICIPANTS

DAJ Design conducted an Historic Structural Assessment for the structure located at 1155 Pine Street, Louisville, Colorado to determine its feasibility as a candidate for historic landmark designation as defined under the Historic Preservation program of the City of Louisville. The structure is a residential property. The City of Louisville Historic Preservation Commission found probable cause that the building may be eligible for landmarking under criteria in section 15.36.050 of the Louisville Municipal Code. Therefore, the Commission approved the Historic Structural Assessment to be paid for by the Louisville Preservation Fund grant.



The primary purpose of this HSA is to evaluate the property's current condition and to identify preservation priorities for the best use of rehabilitation funds. DAJ Design inspected 1155 Pine visually to identify areas of necessary maintenance and repair. It is possible that complications exist that were not visible and therefore it is recommended that the property owner includes contingency funding in any repair budget.

DAJ Design inspected 1155 Pine on April 9th, 2024, and returned with Glenn Frank Engineering on April 11th, 2024, for a follow-up structural visit. The weather for both visits was warm and sunny. Adequate access to the basement and attic were available, though not all areas were entirely visible. Additionally, there are three detached structures on the property including a shed, a railroad boxcar, and a railroad caboose. The shed was not inspected and is not believed to be an historic structure. The boxcar and caboose were relocated to the site and have been approved for a separate historic structure analysis.

LIST OF CONSULTANTS AND SOURCES:

STRUCTURAL ENGINEER

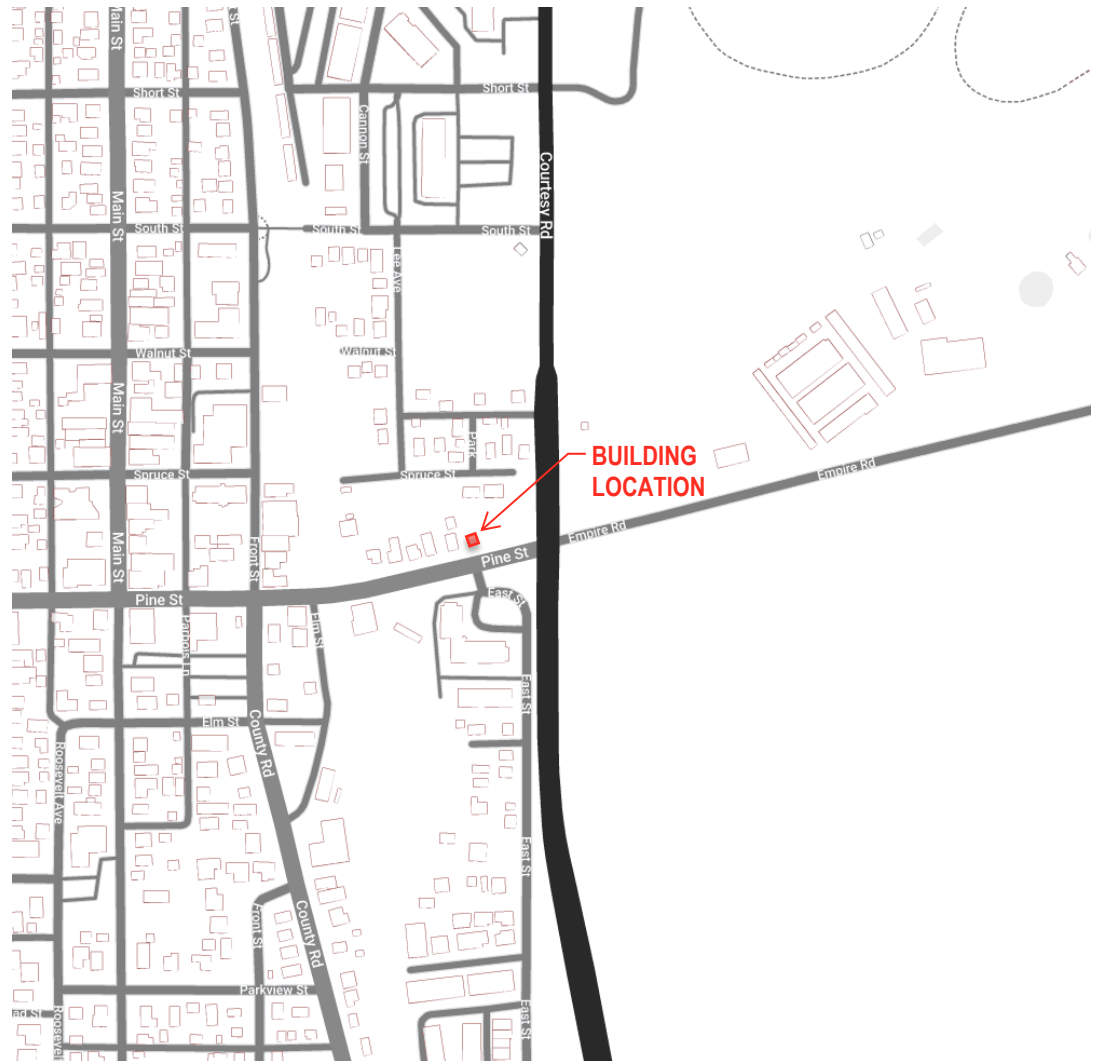
JESSE SHOLINSKY, PE
GLENN FRANK ENGINEERING, INC.
PO BOX 20708
BOULDER, CO 80308
303.554.9591

SOURCES

"Louisville Historic Preservation Commission Staff Report," December 18, 2023.

1.2 BUILDING LOCATION

VICINITY MAP



LEGAL DESCRIPTION

TR 696 8-1S-69 (SEC T R TR PT SEC 8 T1S R69W)

0.236 ACRES

SHED

HOUSE

BOXCAR

CABOOSE

LOUISVILLE DIST. SANTATION DIST.

1145

SEE NOTES

Survey Data:

- S78°42'00"E 45.80'
- S85°13'00"E 52.00'
- N88°57'00"E 52.00'
- N87°07'00"E 62.00'
- S52°41'00"W 52.00'
- S76°00'00"W 178.49'
- S55°35'00"W 113.54'
- S51°16'00"E 113.54'
- 67.78'
- 19.98'
- 5.82'
- 22'-7"
- 75'-5"
- 29.00'

1155 PINE ST, PAGE - 5

2.0 HISTORY AND USE

The following report was written in November 2023 by Gigi Yang of the Louisville Historical Museum.

Legal description: TR 696 8-1S-69 (SEC T R TR PT SEC 8 T1S R69W)

Year of Construction: circa 1920-25 (see discussion below)

Summary: The history of this house is notable for its unusual location inside the "wye" formed by three sets of railroad tracks and the influence of William Lee on the development of east Louisville. Additionally, ownership by the Desailly family and later the Duran family represent the experiences of French and Hispanic residents, both important and sometimes marginalized communities in Louisville.

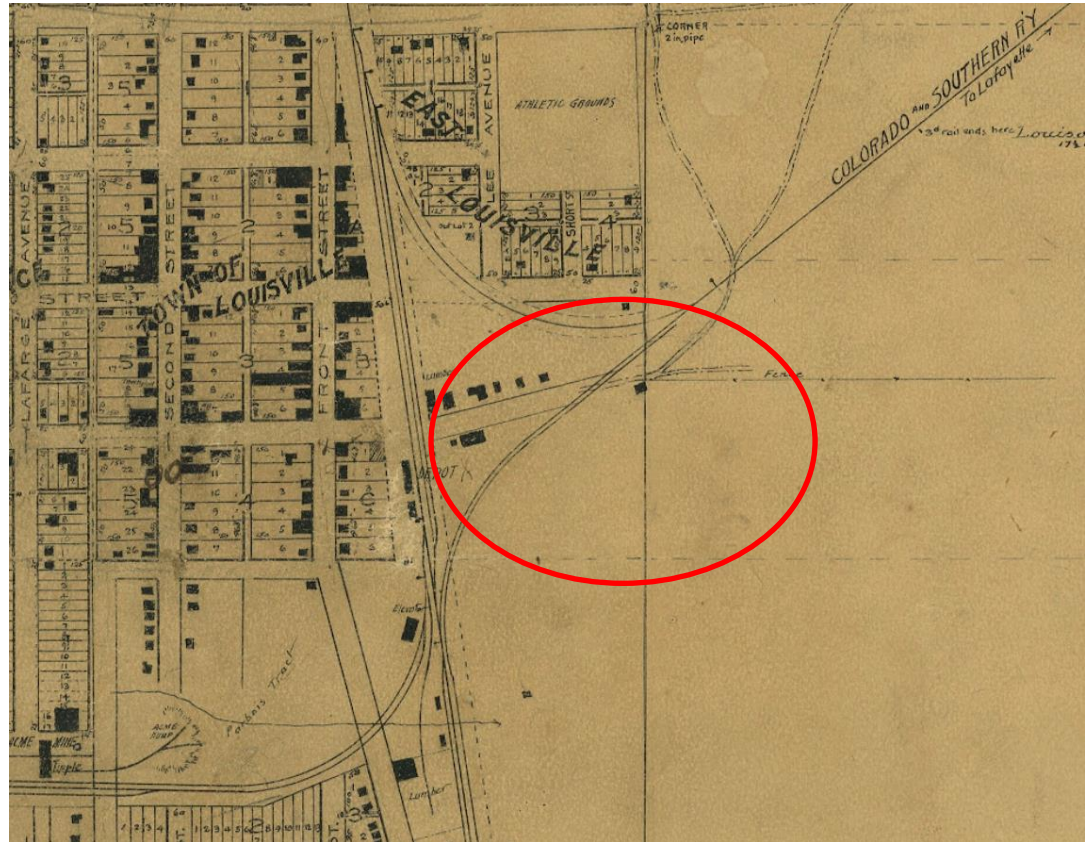


Neighborhood Context; Development of Neighborhood by William Lee

To provide context to the area in which 1155 Pine is located, several houses on the north side of Pine just east of the railroad tracks are in an area in downtown Louisville that was never added to the town as a normal subdivision with lots and blocks. The original reason for this likely goes back to the location of coal mines in the Louisville area and the placement of railroad spurs that left the main tracks to reach these coalmines. The buildings along this stretch of Pine located between the railroad tracks and Highway 42 were historically in an area created by the intersection of three sets of railroad tracks. According to an autobiography entitled [From Happy Valley to the Mountaintop](#) (Daniel Publishing, 2002) written by Lee Evans, who was the grandson of William and Ruby Lee, this triangle of land was located within the "wye" of the three sets of connected tracks. According to Lee Evans, the wye was used for turning trains. The north-south railroad line on the left is the main line that still exists. The other two are spurs that served coalmines and are no longer present.

Because this area of Pine Street was not platted, the legal descriptions of these properties are not expressed in blocks and lots. Also, the addresses of these properties under Louisville's previous address system appear to have not followed a pattern, making it difficult to use old Louisville directories to identify what families may have lived at 1155 Pine prior to 1940.

Charles C. Welch started the first coal mine (the Welch Mine on Empire Road) in the area in 1877. Welch and his family members purchased property in and around original downtown Louisville in anticipation of an influx of workers at the new coalmines. Welch family members owned the Jefferson Place Addition, the Pleasant Hill Subdivision, and a number of downtown lots. Charles Welch's wife, Rebecca Welch owned the area east of the railroad tracks that included the East Louisville subdivision and the unplatted "wye".



The “wye” shown on the 1909 Drumm’s Wall Map; 1155 Pine would be located at the eastern end of the row of houses directly south of Short St. It appears that the house was not yet built at the time this map was created in 1909.

Earliest Parcel History

Rebecca Welch sold the entire tract known as the “wye” to William J. Lee (1857-1946) for \$400 in 1905. Born in Wisconsin in 1857, William Lee moved to Louisville in the late 1890s or early 1900s with his brother, George. They purchased land from Rebecca Welch and platted the subdivision of East Louisville in 1906. This area includes Miners Field and the streets of South, Walnut, Spruce, Park, and Lee between the railroad tracks and today's Highway 42. They appear to have sold the house lots quickly, perhaps because of the proximity of East Louisville to the Hecla, Rex 1, and Rex # 2 coal mines that were in operation along the eastern edge of Louisville at the time. It is not known why William Lee did not plat the land he owned inside of the “wye.” According to the book of memoirs written by his grandson, William Lee early on built four houses in this area on the north side of Pine Street to the east of the main tracks. William Lee also sold the site for the Ernest Grill & Co. lumber yard next to the railroad tracks. In the map shown above, the houses are the four easternmost buildings, while the two buildings on the west side are believed to have been associated with the lumber yard.

William Lee built a house for himself in the “wye” at 1105 Pine next to the Ernest Grill Lumber Yard prior to 1909 and lived there until his death in 1946. His son Harry Lee lived next door at 1125 Pine.

Date of Construction, early tenants

Today, there are six houses along the north side of Pine Street on the east side of the tracks: 1105, 1109, 1125, 1133, 1145, and 1155 Pine. A Methodist Church Parish Map of Louisville, Colorado made in circa 1923- 25 shows five houses along this stretch of Pine. We know from its appearance and other records that 1109 Pine was constructed more recently (the County states that it was constructed in 1967). This suggests that the other five houses were already constructed by circa 1923-25. In an aerial photo taken in the 1930s, there also seem to be five houses in this area. The 1920 census taken in January of that year lists only four houses located in the wye. For these reasons, the closest estimate for when 1155 Pine was constructed would be circa 1920-1925.

It is also unclear who the earliest tenants were at this address from the 1920s until 1938. It is likely that it was used by William Lee as a rental for coal miners or employees of the Colorado & Southern Railroad, similarly to the neighboring houses on this street.



This photo c.1920s shows five houses on east Pine St. 1155 Pine can be seen at the very end of the street.

Harry E. Lee Ownership, 1938-1947

In 1938, when William Lee was 81 years old, he sold the lot for 1155 Pine along with several other tracts of land to his son, Harry Edward Lee. In 1930, Harry Lee (1880-1962) was living in Superior with his wife Anna May Giles (1883-1964) and their children – William, Harry Elwin and Eleanor June. By 1935, Harry Lee and family were living next door to William Lee on east Pine St. but it is likely that they lived at 1125 Pine (a property that was also owned by Harry Lee) and rented out 1155 Pine. At the time, Harry Lee was working as a general laborer and contractor and his son, Harry Elwin was working as a coal miner. Based on the 1940 census, there were two rental properties in the wye at the time with tenants Victor and Mildred Lehti, and Emit and Laura Trott. Victor Lehti was working as a miner and Emit Trott owned a junkyard. However, it cannot be stated for certain that either of these families lived at 1155 Pine.



1930s aerial view looking south towards east Pine St. with eastern edge of the wye and 1155 Pine.

Desailly Family Ownership, 1947-1970

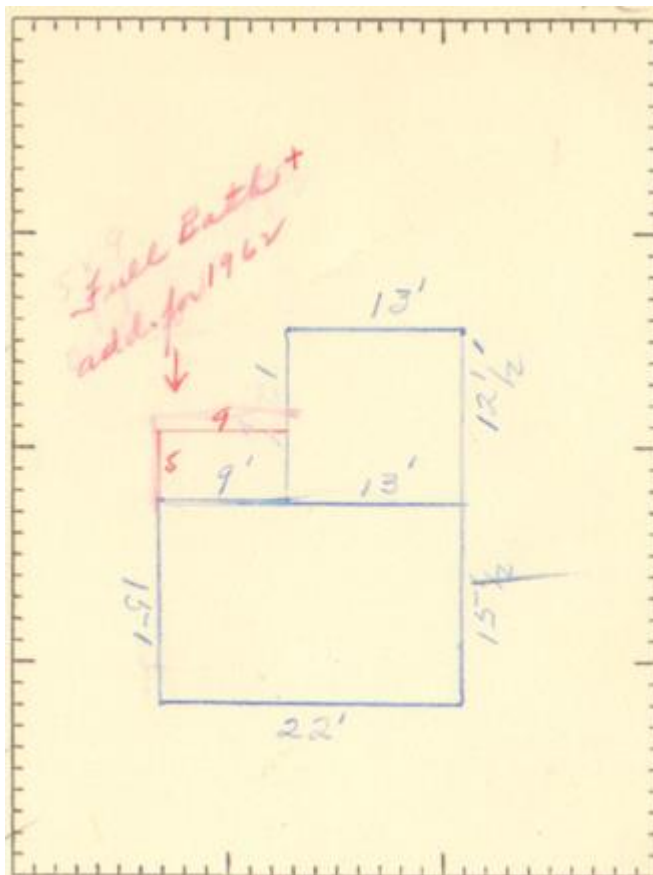


In 1947, Harry E. Lee sold 1155 Pine to Emile and Pauline Desailly. The Desaillys are identified in the 1943 directory as already living at this address and it is possible that they were renters before purchasing the house. Emile Zenon Desailly (1889-1970) and Apollonie Pauline Desailly (1889-1969) were both born in France and married in 1909. They came to the U.S. via Canada, arriving in Port Huron, Michigan in 1917 with their two children – Victor (age 8) and Antoinette (age 4). Emile worked as a coal miner and the family lived in Kansas and Illinois. While in Illinois, Emile became a naturalized citizen in 1935 and Pauline in 1939 at the age of 50. In 1939, they moved to Routt County, Colorado and in 1943, they were living in Louisville at 1155 Pine. Emile worked at the Centennial Mine and was active in the United Mine Workers until he retired in 1950. In 1956, they transferred ownership of the house to their son Victor Z. Desailly (1909-1967) and his wife Marie Lucas Desailly (1910-1991) for \$1.00. Despite the transfer of ownership, it appears that Emile and Pauline continued living at 1155 Pine until Pauline's death in 1969 and Emile's death in 1970. Victor and Marie Desailly lived nearby at 721 Jefferson. Victor Desailly also worked as a miner and construction worker and at the National Bureau of Standards until his death in 1967.

During the Desailly family ownership, Louisville installed a sewer system in the 1950s and the Desailly's added a bathroom to the house in 1962.



View of 1155 Pine from 1948 or 1950 Assessor Card



Updated floorplan from 1962 Assessor Card

**Kathryn Marie King and Frank J. Kuretich, Jr. Ownership, 1970-1978**

Marie Desailly sold the property to Kathryn King and Frank J. Kuretich in 1970. Kathryn and Frank J. are the children of Frank Kuretich (1907-1978) and Rosa Softich (1912-1988). Frank and Rose are descended from immigrants from Yugoslavia (currently Croatia) and Austria, but both were born in Colorado. They were married in 1931 and moved to New Mexico where Frank worked as a coal miner and their children – Frank J. and Kathryn were born. The Kuretich family arrived in Louisville in 1940 or 1941. They are notable for being the last residents of the Tomeo House, which is currently part of the Louisville Historical Museum. Shortly after, the Kuretich family was living at 1024 LaFarge where Frank J. and Kathryn grew up. At that time Frank continued to work as a coal miner and Rose began as a maid at a hospital and was later a surgical aid at Boulder Community Hospital by the time of her retirement in 1966. It is not apparent that either Kathryn or Frank J. ever lived at 1155 Pine and they may have used the property for additional rental income.

Recent Ownership**Josephine A. Duran and Diana D. Sorbo Ownership, 1978-1997**

Josephine Duran (1934-2015) purchased the house from Kathryn King and Frank J. Kuretich in 1978. Josephine grew up in Louisville in the 1940s and lived on Front St. with her parents Solomon Duran (1903-1970) and Emma Zamora Duran (1913-1944) and eight siblings and half-siblings. Louisville has been home to several generations of the Duran family beginning with Josephine's grandparents, Jose Eligio Duran (1881-1956) and Maria Apodaca (1888-1977). Jose and Maria were both born in Colorado and lived in several different towns before moving to Louisville by 1940. They had fifteen children, including their oldest son Solomon Duran who was Josephine's father. In both the 1940 and 1950 census, there are three Duran families living on Front St. including Josephine's family. Many of the Duran men worked in construction, farming, or with the railroad. Josephine worked at Luigi's restaurant in Louisville and later at the University of Colorado-Boulder. She moved to Westminster after her retirement. The location of 1155 Pine is in proximity to members of the extended Duran family as well as other Hispanic families that lived primarily on Front St. and the Little Italy neighborhood.

Jerald S Gilkison Ownership, 1997-current

Jerald Gilkison is the most recent owner of the property at 1155 Pine, purchasing the lot from Josephine Duran in 1997.

The preceding research is based on a review of relevant and available online County property records, census records, oral history interviews, Louisville directories, and Louisville Historical Museum maps, files, and obituary records.

2.1 ARCHITECTURAL SIGNIFICANCE & CONSTRUCTION HISTORY

The residential property at 1155 Pine was built in the early 1920's and is a typical wood frame vernacular house of the Louisville area. In 2024 the structure is clad in steel siding, although evidence remains of the original painted wood siding existing beneath. At some point in time the foundation was replaced or reinforced with a primarily concrete block foundation. The rear of the house includes two additions that were both present as early as 1962. These additions are apparent in the different roof forms compared to the original single gable roof. The covered front porch is not original but there is evidence of an original porch and a smaller front door covering.



The primary façade faces south to Pine Street and the original form of the house is apparent when viewed from Pine Street. The overall mass of the house has increased slightly to the north with the two minor additions. Due to the one-story nature of the construction, the additions are not easily detected from the primary street façade. The covered front porch centered on the south of the house partially obscures the overall form of the original house.

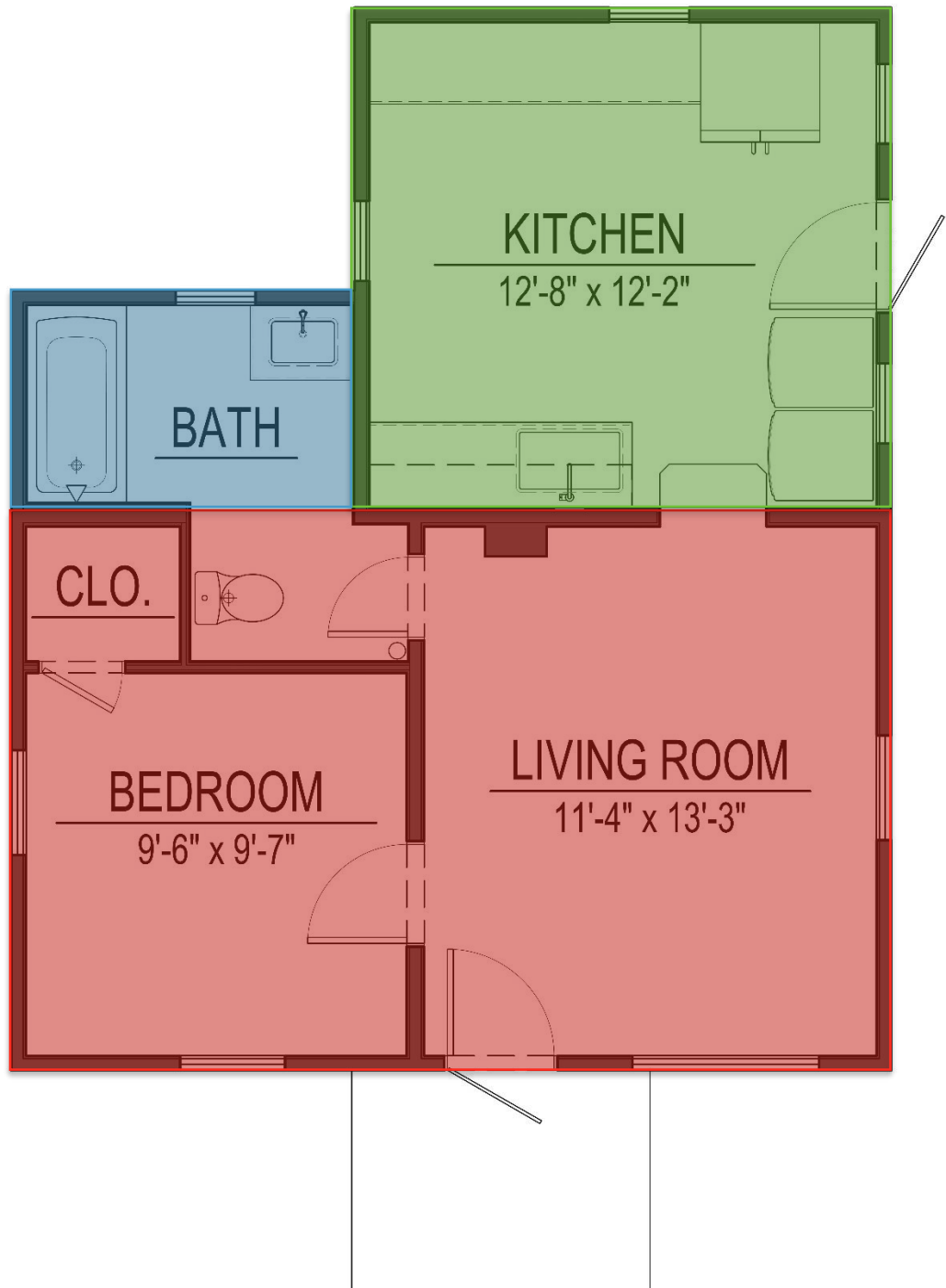
Building records indicate that a significant amount of work may have been done to the house in 1978 under the Louisville Urban Renewal Authority Program for Neighborhood Improvement. The work described in this application includes the following: excavation and installation of new footings and foundation; removal of an existing concrete front porch and porch roof; construction of a new concrete front porch with a roof supported by wrought-iron columns; installation of new aluminum storm and screen windows; removal of existing and installation of new aluminum storm and screen doors at both entrances; re-putty the windows; removal of existing and installation of new gutters and downspouts; patching and painting of various exterior elements; removal of the existing electrical service and installation of a new panel, wiring, and outlets; plumbing repairs including the kitchen sink and shower; removal of the existing and installation of a new heating system; installation of a retaining wall; installation of new insulation in the attic; and a termite infestation inspection.

1155 Pine Street has the potential to be restored to a high degree of architectural integrity when compared to historic photos. Overall, the home is well maintained, with items that require prioritization, as outlined in the analysis of this report. The original house is essentially intact with very few modifications since the original construction in the 1920's. Based on site measurements and observations, it is believed that the original wood siding, a shiplap with a Dutch cove profile, is present throughout under the existing steel siding. Further investigative deconstruction has the potential to reveal a larger extent of original materials.

1155 Pine Street is not listed on the National, State, or Local Register.

Primary Changes Occurring Over Time:

• Original house (RED):	ca 1920 - 1925
• North addition (GREEN):	Pre-1962
• Northwest addition (BLUE):	1962
• New front porch:	Possibly 1978
• New and repaired foundation:	Possibly 1978
• Electrical upgrades:	Possibly 1978
• Mechanical upgrades:	2001
• Plumbing upgrades:	2001
• New asphalt roof:	2018
• New floor joists:	Unknown
• New siding:	Unknown
• New windows:	Unknown
• New doors:	Unknown
• New gutters & downspouts:	Unknown



2.2 FLOOR PLANS



Main Level Floor Plan

2.3 PROPOSED USE

There is no proposed change of use currently.

3.0 STRUCTURE CONDITION ASSESSMENT

3.1 SITE

ASSOCIATED LANDSCAPE FEATURES

Description:

1155 Pine is set on an atypical downtown Louisville lot, and nearly triangular. The lot is on the eastern end of old town Louisville, abutting the west side of Highway 42 along the north side of Pine Street. To the west are several residential lots followed by the main railroad track. To the north of the property there is the East Louisville subdivision. Directly adjacent to the southeast property boundary is an abandoned railroad right-of-way. The part of town that this property lies within was original between railroad spur lines creating what is referred to as a 'wye', hence the atypical property boundaries. The total site area is approximately 0.236 acres.

The house sits in the southwest portion of the lot, set back from the right-of-way. A gravel driveway along the west side of the house abutting the west property line leads to gravel parking along the north side of the house. A wood fence roughly defines the west and north property lines. There is a wood framed shed directly north of the house, near the north property line. Also located on the site are a railroad caboose and boxcar sitting on railroad tracks along the southeast property line. The caboose and boxcar were moved to the site in 2023.

The site is primarily dirt and gravel with some areas of wood mulch. The eastern portion of the site appears to be dirt that has recently been graded to accommodate the moving of the caboose and boxcar. Additionally, there is an uncovered, poured concrete patio extending out from the east side of the house.

Condition Evaluation:

Overall, the landscape features are in fair condition with the primary issues being the western portion of the lot where landscaping work appears to be unfinished. The caboose has been approved for a separate historic structure analysis, and an assessment of that structure was not performed. None of the other listed features meet historic requirements, nor were any historic features discovered, and therefore assessment was minimal.

Recommendations:

Landscaping east of the house and north of the caboose and boxcar should be completed to limit soil movement.



West side of the house showing an uncovered concrete porch, dirt, gravel, and mulch surrounding the house.

GRADING

Description:

Overall, the site is relatively flat with slight grade changes apparent in some areas. Grade generally slopes away from the house though minimally in most areas. There do not appear to be any areas of negative drainage towards the house. The steel siding sits near or at grade in several areas towards the front of the house. Therefore, the top of the foundation relative to grade could not be determined in these areas. The siding sits approximately six inches above grade in the back portions of the house.

Condition Evaluation:

The overall site grading is in fair condition, but it does not meet the expected code requirements and geotechnical engineering requirements for grading away from a building's foundation. It is important that the grading around the house should be a minimum of 6 inches below the top of the foundation and slope away from the foundation for at least the first 5 feet. Due to the nature of the lot, it is difficult to meet these requirements without some amount of regrading or lifting the building. There are limited visible indications of poor or negative drainage, though not all areas of the home's foundation and sub-slab areas are visible for analysis without some level of deconstructive investigation.

Recommendations:

1. Continue to monitor the drainage around the perimeter of the house. The perimeter should be observed after snow and significant rain events to assess for any areas of pooling water.
2. The top of the foundation relative to the top of grade should be determined around the perimeter of the house. If the top of the foundation is determined to be at or below the existing grade, new grading should occur to bring the grade down below the top of the foundation, as prescribed by a licensed structural engineer.
3. The wood floor framing members including the sill plate, rim board, floor joists, and floor sheathing should be inspected for rot caused by poor drainage. If rot is found in any of these members, the affected flooring should be replaced as prescribed by a licensed structural engineer.
4. All areas where grade slopes towards the house, if any, should be regraded to direct water away from the house foundation.



Southwest corner of the house where the siding meets grade.



PARKING

Description:

Parking on the site is provided by a gravel drive between the west property line and the house that leads to a gravel parking area north of the house. Parking is not clearly defined other than by the extents of the gravel. There is parking space for roughly five or six vehicles but access to Pine Street is limited.

Condition Evaluation:

The gravel drive and parking area is in fair condition. The parking is not well defined and access to Pine Street is limited to one vehicle.

Recommendations:

No recommendations at this time.



A gravel parking area along the north of the house is accessed from Pine Street by a gravel drive along the west side of the house.

3.2 STRUCTURAL SYSTEM

GENERAL STRUCTURAL SYSTEM DESCRIPTION

FOUNDATION SYSTEMS

Description:

The house foundation was observed from beneath the main floor within a dug-out crawl space area. The crawl space appears to have been dug-out after the original construction and the original house would have had a shallower crawl space, likely 12 – 18 inches in depth. The crawlspace is beneath the original house and the northwest addition, while the north addition currently used as a kitchen sits on a concrete slab of unknown thickness. The crawl space is accessed from an exterior hatch on the east side of the house. The eastern portion of the crawl space was likely dug-out to accommodate the installation of a furnace, while the western and northern portions of the crawl space appear to have been dug-out more recently. Where dug out, the dirt is unsupported by any type of shoring and has been cut nearly vertically.

The foundation walls viewed within the crawl space are constructed primarily of concrete masonry units with standard 8x8x16 sizing. The CMU wall heights vary between three and seven courses in height or approximately 2 to 4 ½ feet in height. The CMU wall is set in both a stacked bond and running bond in different locations. Additionally, some areas of the foundation wall are constructed with bricks although in limited areas. According to building records, the CMU foundation walls may have been added in 1978 as part of the urban renewal plan for the house which specifically mentions digging out and replacing the foundation with either a poured concrete or concrete block foundation.

It could not be determined what type of footings support the foundation walls, if any. The floor in the crawlspace is exposed dirt with concrete slabs poured only for the furnace and water heater.



Some brick is used in various location of the foundation wall.



Condition Evaluation:

The concrete block perimeter foundation walls are in poor condition for several reasons. First, the crawl space was dug out without properly supporting the dirt excavation. The excavation was cut too close to the foundation walls, less than a one-foot distance in some areas, and the excavation is not supported with shoring. Additionally, the foundation walls do not appear to be supported by footings though the presence and size of footings is indeterminable. Furthermore, the foundation walls vary in their construction from various bond types to varying levels of grouting. It is unclear if the foundation walls are grouted solid and the presence of bricks in various locations further increases the variations in wall construction methods. Lastly, dirt has been removed from below some foundation wall elements and either wood or stone posts support the wall to the grade below. This looks to be temporary shoring.



Recommendations:

1. A retaining wall should be installed in the basement to retain the basement cut soil at all locations. Alternately, the building could also be lifted or moved to allow a new foundation to be installed to properly support the building. Coordinate all foundation repairs and further assessment with a licensed structural engineer.
2. The foundation walls showed various signs of damage that require further evaluation. No additional load should be added to the existing foundation system without a full analysis of the current foundation walls/footings. Immediate attention should be given to the locations where the existing foundation walls have been undermined and no longer have supporting soil. Coordinate all foundation repairs and further assessment with a licensed structural engineer.
3. Shoring should be added to support the floor at all locations where excavation has occurred below existing foundation walls or adjacent to the wall. The purpose of the shoring is to prevent settlement or collapse of the floor if damage were to occur to the foundation walls.
4. Continually monitor the main floor walls for signs of foundation distress such as cracking or improper door operation. Wall cracks were not observed within the wall finish on the main level. If signs of cracking are detected, these areas should be evaluated by a licensed engineer and repaired as needed.
5. The footings were not visible during the observation and should be verified and evaluated prior to any remodel or new construction. Coordinate all findings with a licensed structural engineer.
6. New footings are likely needed to support the point and distributed loads from the roof and floor framing as specified in the recommendations above. New foundation support below new beam and posts supporting the floor and roof framing should be coordinated with a licensed structural engineer.



CMU foundation with various bonds, seams, grout, and heights. The excavation is unsupported.

FLOOR & CEILING SYSTEMS

Description:

The floor framing of the original house is constructed of 2x8 floor joists running north-south. The floor joist spacing varies between 20 inches on-center and 24 inches on-center. The floor joists in the eastern portion of the original house look newer and are constructed of dimensional lumber at 1 ½ inches thick, while some of the other floor joists are older at 1 ¾ inches thick. The Boulder County Assessor's card indicates that the floor joists are 2x6. Therefore, it appears that the original floor joists were entirely replaced at some point in time. In fact, in some locations old 2x6 joists could be seen attached to newer 2x8 joists. The floor joists bear on a sill plate that sits on top of the CMU foundation. In other locations, a ledger is fastened to the side of the CMU wall to support the joists. The sill plate and ledger appear to be lumber used from a boxcar frame. The floor joists are supported roughly mid-span by a wood beam that also appears to have been repurposed from a boxcar frame. This beam is supported by three wood columns and an adjustable pipe column. The columns bear on footings of various construction.

The floor framing of the northwest addition is constructed of dimensional 2x4 floor joists at 16 inches on-center, running north-south. These joists bear on a 2x sill plate sitting on top of the north side CMU foundation wall. The south side of the 2x4 floor joists are supported by a wood beam that is supported by adjustable pipe columns and bears on a brick foundation on the west end.

Sheathing is constructed of 1x3 tongue-and-groove hardwood in the original areas of the house. This sheathing would have been the original finish flooring though it has since been covered by a layer of carpet and possible other finish layers beneath the carpet. The sheathing in the northwest addition is constructed of 1x wood boards of various sizes. This sheathing appears to have been originally used as formwork which is common for similar houses around the Louisville area.



Beam & columns supporting the floor joists.



Original flooring, 2x8 floor joists, and sill plate. The sill plate appears to be taken from a boxcar frame.



Condition Evaluation:

The 2x8 floor joists are in fair condition. The 2x8 size of the joists are a-typical for houses built around the same time in the Louisville area. It is likely that the floor joists are not original and replaced original floor joists that were 2x6 on regular spacing. The joist sizing and spacing do not meet minimum IRC code requirements for today's standards. The floor on the main level has some bulging in areas, indicating that the floor framing needs further strengthening. Similarly, the 2x4 floor joists in the northwest addition are in fair condition. The joists sizing and spacing do not meet minimum IRC code requirements for today's standards.

The beams supporting the floor joists are in poor condition. The spacing and sizing of the beams are not adequate for the current loads that they are supporting. The beams are not properly attached to their supports nor extend the full length of the floor system. The beam sizing, spacing, and spans do not meet minimum IRC code requirements for today's standards.

The beam supports are in poor condition as well. The supports are built of various materials and in several cases the materials used are not appropriate for the supported loads. It does not appear that any of the columns are supported by proper footings. The materials, sizing, and construction methods of the beam supports do not meet minimum IRC code requirements for today's standards.

The floor sheathing appears to be in fair condition. The sheathing appears to be performing adequately, but there are several areas on the main floor that are bulging and may need additional exploration. The floor sheathing does meet minimum IRC code requirements for today's standards and appears to be performing adequately.



Floor joists and sheathing of the northwest addition.

Recommendations:

1. The beams and beam supports should be replaced or reinforced as prescribed by a structural engineer. The best method is to construct new beams and beam supports that support the existing floor joists and remove the existing beams and beam supports as prescribed by a licensed structural engineer. These new supports should bear on new foundation supports as prescribed by a licensed structural engineer and located at a depth and soil bearing capacity as specified by a licensed geotechnical engineer.
2. The floor framing should be observed by a licensed engineer and repaired as needed. Special attention should be given to the connections between the foundation walls, floor joists, beams, and beam supports. The floors are not suitable for additional load resulting from a remodel or addition.
3. If the main floor deflection is inadequate, consult a licensed structural engineer for additional support design options.
4. All ledgers supporting floor joists should be evaluated by a licensed structural engineer for proper connection to the existing foundation wall and support of the floor framing.
5. See the foundation recommendations for floor support at foundation walls.

ROOF FRAMING SYSTEMS

Description:

The roof framing over the original house forms an east-west facing gable. The roof of the north addition is a north facing gable that sits at a lower height overall than the roof of the original house. The roof over the northwest addition is a low sloped, nearly flat roof, at a similar height as the north addition gable roof. All roof forms appear to be original to their time of construction. Access to the attic is through a wall hatch in the east facing gable end of the original house.

The original roof gable is constructed of 2x4 rafters at 24 inches on-center with 1x6 sheathing and an additional layer of OSB sheathing on top of the original sheathing. There is no ridge beam, no ridge joiner, and no collar ties. The original ceiling joists are 2x4 at 16 inches on-center and run north-south. Below the original ceiling is a dropped ceiling that is also constructed of 2x4 ceiling joists running east-west. There are several 1x6 diagonal struts that attach to the original rafters and bear down to the dropped ceiling.

Limited access is provided to the north facing gable. This roof is constructed of 2x4 rafters on regular spacing that appears to be 24 inches on-center. This roof has a 1x joiner, no collar ties, and struts that are slightly offset from the ridge and bear down to the 2x4 ceiling joists.

There is no access to observe the northwest addition roof. With the low slope of this roof, there is likely no attic space. Exposed rafter tails in this area indicate that the roof is constructed of 2x4 joists on regular spacing that appears to be 24 inches on-center.

Condition Evaluation:

The roof is in fair condition and is constructed of typical materials and methods for houses built around the same time in the Louisville area. There is some evidence of water damage on the rafters and original sheathing where the roof was able to be observed.

The front porch roof and northwest addition roof were minimally assessed due to limited access to observe the structural members. These roofs appear to be constructed using similar materials and techniques as the main roof and appear to be performing adequately.



Roof framing members of original gable roof.



Recommendations:

The roof and ceiling structure is not to current code standards. However, it has performed adequately to date and if it is not revised, it will likely perform in a similar manner to how it has for over 100 years. Since Louisville did not likely have a building code at the time of construction, we are unable to determine if it was built to a code or engineered. The original roof is built to a similar standard of other buildings typical of this type and age.

All new repairs should be specified by a licensed structural engineer. Repair details should be provided and submitted to the City of Louisville for review and be observed by the engineer and city inspectors during construction. Recommendations include:



1. An attic access hatch should be installed in the ceiling per code.
2. The front porch roof north facing gable roof, and northwest addition flat roof were not entirely visible during the observation. Further analysis would be required once these roof structures are exposed.
3. Hurricane clips (or toenails) may need to be added where roof framing members bear on exterior walls to meet the minimum IRC code requirements of today.
4. Collar ties and diagonal bracing are needed to follow current IRC code for prescriptive roof framing.
5. It is not recommended to add additional roofing materials such as an additional layer of shingles (code allows for up to two layers), or solar panels without the additional structural support mentioned above. Additionally, any energy upgrades, such as increased insulation in the attic, could result in prolonged snow retention on the roof and could ultimately affect roof performance without first completing structural reinforcement.

3.3 ENVELOPE – EXTERIOR WALLS

EXTERIOR WALL CONSTRUCTION

Description:

The main level wall framing was not exposed for review. The wall framing is likely a 2x4 stud wall with studs on regular spacing (site measurements support this assumed wall thickness). The original wood siding appears to be attached directly to the wall framing, as seen in the attic. No visible sheathing is present.

Condition Evaluation:

Since the wall structure was not exposed for observation, we are unable to evaluate the condition or determine if there is any structural damage. The wall heights are approximately 9 feet tall which is at the upper limit of 2x4 wood stud construction. Wall finish cracks were observed on several of the interior wall surfaces. The cause of this cracking could be from foundation movement or from improper installation of the gypsum wall board over the original plaster.

Recommendations:

Without the opportunity to observe the exterior wall structure, we do not have any recommendations currently. If the opportunity presents itself, the exterior walls should be assessed by a licensed structural engineer. The owner is to note that the walls will need to be evaluated if any remodels or additional load is to be added. It is likely that additional studs and window/door headers may need to be added for the increased loads above in combination with the wind load on the building.

EXTERIOR FINISHES

Description:

The entirety of the house is clad in painted steel siding. The steel siding wraps the original house as well as the north additions and the siding runs from grade all the way up through the gable ends. The corner trim in the southeast corner has been removed, revealing what is beneath the steel siding. Beneath the steel siding there is a layer of rigid foam, likely applied at the time of the steel siding, followed by a layer of composite siding. Beneath the composite siding there is a layer of wood shiplap siding with a Dutch-cove profile. The wood siding is also visible in the attic. The wood siding is likely original and appears to be attached directly to the framing. It is unclear if the wood siding exists at the north additions or only on the original portion of the house.

Condition Evaluation:

The steel siding is in fair condition as there are a few bent or chipped panels. The condition of the wood shiplap siding is difficult to assess as very little of the siding was exposed for analysis. The areas of exposed shiplap siding appear to be in fair condition.

Recommendations:

1. Remove the steel siding, foam backer, and composite siding to expose the original wood siding.
2. Repair, refinish, or replace the original wood siding.



Wood shiplap siding exposed in the southeast corner.



EXTERIOR MASONRY

Description:

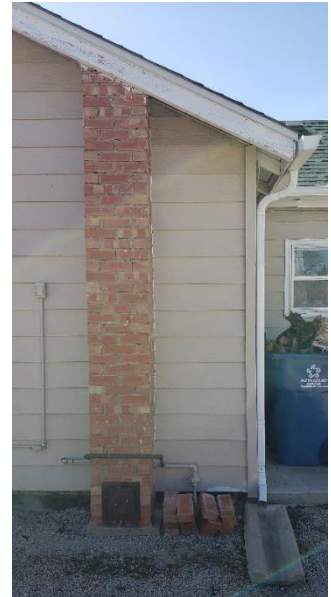
A brick chimney is present on the exterior north side of the house. The brick chimney is likely original to this part of the house and terminates below the roof. This chimney was likely modified to sit below the roof when a new roof was put on since the chimney is no longer used. Additionally, the 1948 Boulder County Assessor's card image shows a chimney centered on the main gable. This chimney no longer exists.

Condition Evaluation:

The chimney is in good condition though is no longer used.

Recommendations:

Consider adding a new false chimney centered on the original house gable. The location of this chimney can be determined by patchwork in the roof sheathing as seen in the attic.



Chimney on the north facing exterior wall.



EXTERIOR APPENDAGES

Description:

A covered porch is attached to the front of the house that is roughly 5 ½ feet deep and 12 feet wide. The porch roof is wood framed with 2x4 construction as seen in the exposed rafter tails. The porch roof is a gable facing south with a low pitch to the east and west and the roof ridge centered above the front door. The porch ceiling is a boxed-out soffit constructed with painted wood sheet board. The porch roof is supported by wrought-iron posts in three locations. The porch is constructed of poured concrete with a single step. The 1948 Boulder County Assessor's card image shows a covering over the front door that is relatively small and supported by 45-degree bracing attached to the wall on either side of the front door. The covering is a south facing gable centered on the front door. According to building records, the front porch may have been added in 1978 as part of the urban renewal plan for the house.

The east side entrance door is also covered with an east facing gable roof supported by 2x4 diagonal struts attached to the wall. The roof rafters are 2x4 as seen in the exposed rafter tails. The roof is constructed in a similar manner to the main gable roof with exposed sheathing run long. This covering has a soffit constructed of painted steel siding.

Condition Evaluation:

The front porch roof is in fair condition. The structure was not entirely visible for analysis and the wood trim is cracked and detached in several areas. The steel columns are not historic but are in fair condition. The concrete slab is in good condition.

The side door covering is in fair condition though the structure was not entirely exposed for analysis. The trim is in poor condition and the soffit does not match the construction, though it matches the siding of the house. It is possible that this is the original covering over the front door that was later moved to this location. The roof construction, roof pitch, and size match the construction of the original roof and match the 1948 Boulder County Assessor's card image. However, it appears that modifications were made to the trim, bracing, and the addition of a soffit.

Recommendations:

1. Remove the entire front porch roof and columns. The placement of the original front door covering should be visible with the exposure of the wood siding.
2. Consider moving the side awning to the original location if this is verified with the wood siding exposure. The side awning should be rehabilitated to match the original appearance by removing the trim and soffit. The structure of this awning should be assessed by a licensed structural engineer.



Covered front porch.



Side door covering.



3.4 ENVELOPE – ROOFING & WATERPROOFING

ROOFING SYSTEMS

Description:

The entire house roof is covered with an asphalt composite shingle roof that was added in 2018, according to building records. This roof was likely replaced due to hail damage, as was common in the Louisville area at this time. The 1948 Boulder County Assessor's card shows that in 1948 the roof material was wood shingles and this is visible in the associated photograph.



Roof vents are located on the north facing surface of the original gable roof near the ridge as well as on the west facing aspect of the north addition gable roof. There are no soffit or gable end vents. The roof vents were likely added in 2018 to meet current codes. Steel flashing drip edges along the rakes and eaves were also likely added in 2018 as was required by code.

Condition Evaluation:

The asphalt composition shingle roof is in good condition.

Recommendations:

Consider replacing the roof with a fire-treated wood sawn shingle (cedar) to match the original roof.



Asphalt composition shingle roof and ridge vents.

SHEET METAL FLASHING

Description:

Metal flashing is not visible anywhere on the house. It is possible that there is flashing beneath the steel siding. This flashing is likely in areas where the lower roofs meet the upper roofs or where the porch roofs meet the exterior wall face.

Condition Evaluation:

The condition of metal flashing, if any is present, is indeterminable at this time.

Recommendations:

No recommendations at this time.

PERIMETER FOUNDATION DRAINAGE

Description:

A perimeter foundation drain was not observed during the inspection. Due to the construction period and construction methods used, it is unlikely that a perimeter foundation drain exists.

DRAINAGE SYSTEM, GUTTERS & DOWNSPOUTS

Description:

Painted white, k-style gutters are found throughout the entire house, covered front porch, and side porch awning. The gutters are located at the end of all eaves in appropriate locations and of appropriate lengths for adequate water collection.

2x3 downspouts are located throughout and appear to be of an adequate amount for proper drainage where located. The gutters on the covered front porch do not have downspouts, though downspout openings are present in the gutters.

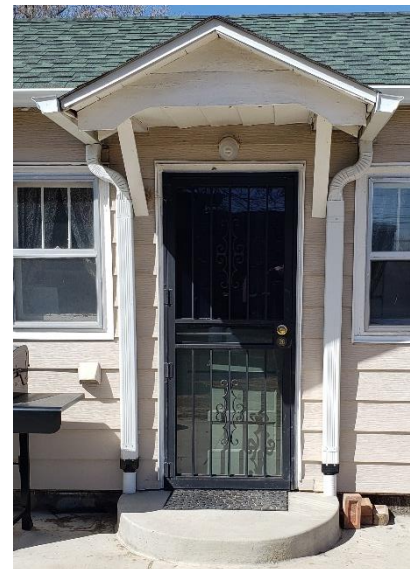
The gutters on the front porch roof discharge water through the downspout openings. There are unattached gutters at the rear of the house that appear to have been removed from the front porch. The downspouts on the side porch awning are connected to buried pvc pipe. The discharge location of these two downspouts could not be determined. There is a downspout on the north side of the house that discharges water onto a concrete splash block.

Condition Evaluation:

The gutters are in good condition. The downspouts are in fair condition as they appear to be of an adequate amount and in proper locations but are missing in a few locations. Additionally, all downspout extensions should be maintained to discharge water away from the perimeter of the house and therefore limiting the amount of water near the foundation.

Recommendations:

1. Replace the missing downspouts on the covered front porch.
2. Determine the discharge location of the buried downspouts.
3. Ensure that all gutters, downspouts, and downspout extensions are maintained to discharge water away from the building foundation and are kept clear of debris.
4. The gutters and downspouts are not historic. Consider replacing the gutters with ½ round gutters and the downspouts with round downspouts. Though not historic, these styles will more appropriately match the historic nature of the house.



Downspouts connected to buried pvc.

SKYLIGHTS / CUPOLAS

Description:

There are no skylights or cupolas.



3.5 WINDOWS & DOORS

DOORS

Description:

The front door is a painted wood door with three small cascading windows. Additionally, the front door has an aluminum, full-lite storm door with a wrought iron appearance. It could not be determined when the front door was replaced, but it is not the same door as is visible in the 1948 Boulder County Assessor's card photograph. The front door visible in the 1948 photograph is likely a wood door and appears to have a half lite window with panels below. It is unclear if the 1948 wood door is original, but it matches the style for the period of significance.



The east side entrance door to the kitchen is a 1/4-lite painted wood door with three panels below and a single panel above the glazing. Although not pictured in 1948, the door appears to be older than the front door. It is possible that this door was located at the front entrance prior to being relocated to the north addition. Additionally, the east side door also has an aluminum, full-lite storm door with a wrought iron appearance. According to building records, the storm doors at both entrances may have been added in 1978 as part of the urban renewal plan for the house.

Condition Evaluation:

The two wood doors are in fair condition. Both wood doors work properly and appear to create acceptable seals. The aluminum storm doors are in fair condition and appear to operate properly.

Recommendations:

1. Remove the aluminum storm doors from both doors. These doors are in well covered areas that do not need storm doors for weather protection. If screen doors are desired, a minimally framed screen door could be added.
2. Remove the front entry wood door. Replace this door with a new wood door that matches the 1948 Boulder County Assessor's card image.



Front door and storm door.



East side door and storm door.

WINDOWS

Description:

The 1948 Boulder County Assessor's card image shows two windows on the south façade as well as a single window on the west façade. These windows are single-hung, tall, and narrow and match windows that were common on similar houses built around the same time in the Louisville area. These original windows have since been replaced. However, the original window sizes and locations throughout the house can likely be determined if the original wood siding is exposed, showing patches where the original window openings were. This has been seen on several other houses in the Louisville area.



On the south façade, east of the front door, there is a single aluminum fixed window. West of the front door there is a single-hung wood window with an aluminum storm window. Both of the south facing windows have decorative, painted vinyl shutters.

On the east and west gable ends of the original house there are single-hung wood windows with aluminum storm windows that match the south facing wood window size and construction. These windows are replacements and are likely smaller, but in similar locations as the original windows.

The windows on the north addition are wood, single hung windows with three-lite top panes and all of the windows are the same size. These windows may be original based on the dates that the additions were added.

The window in the bathroom, facing north, is a wood, single-hung window that matches the construction of the west facing window. It is likely that this window was added at the same time that the original windows were replaced.

Window operability was not tested, though some windows were open during the site visit. It appears that some, if not most of the windows are operable, even if only partially so. According to building records, the aluminum storm windows may have been added in 1978 as part of the urban renewal plan for the house.



South facing single-hung wood window and vinyl shutters.

Condition Evaluation:

All of the windows are in poor condition. Operation was not tested but appears to be minimal. The aluminum and wood windows are beyond the expected lifespan of such windows and do not perform well thermally in Louisville's climate.

Recommendations:

1. Remove the aluminum storm windows from all windows. Consider replacing with new wood storm windows of minimal visual impact. These windows should be removable, with an option for bug screens installed in their place during the warmer months.
2. Determine the original window opening sizes and locations when the framing or original siding is revealed with the removal of the steel and composite siding.
3. Windows should be replaced with new window units that match the appearance of those in the historic photo from 1948. Typical tall and narrow, single-hung windows can be found on several houses in the Louisville area built at a similar time.



Typical single-hung wood window on north addition.

3.6 EXTERIOR DETAILS

SOFFIT & FASCIA

Description:

Painted wood soffits are located on the gable ends of the original house. These soffits are attached directly to the roof sheathing which has been run long, beyond the face of the gable end walls. The remainder of the house does not have soffits. The north additions and front porch have 2x4 rafter tails and roof sheathing that are exposed and painted.

1x painted wood fascia is used at the original house which is covered by the drip edge of the roof. The north additions have 1x painted wood fascia attached to the exposed rafter tails. The exposed rafter tails and fascia are plumb cut. All soffits and fascia appear to be original or replaced to match the original.

Condition Evaluation:

The soffits and fascia are in poor condition. The wood is warped, detached, or splintering in most locations.

Recommendations:

The soffits and fascia should be replaced throughout the entire house and with matching fascia sizes and profile.

TRIM

Description:

All the corner trim is standard painted steel siding trim, 2 1/2" wide. Standard painted steel j-trim wraps all the windows and doors as well as the gable end attic access on the east side of the original house. The trim was likely added at the same time as the steel siding at an unknown date. The corner trim in the southeast corner of the original house has been removed and reveals the original siding beneath.

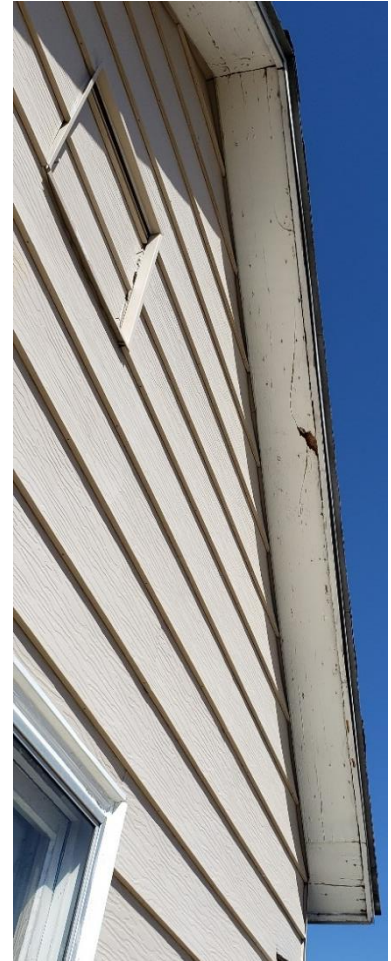
It is unclear what the original corner and window trim was based on the Boulder County Assessor card images. However, the original trim size can be determined by the paint edges on the original siding, once the steel siding has been removed.

Condition Evaluation:

The existing steel trim is in good condition.

Recommendations:

1. Remove the steel trim with the steel siding exposing the original window, door, and corner trim sizes below. Add new trim according to the determined sizes.



Soffit and fascia on the original house.



Exposed roof sheathing and rafter tails.



3.7 MECHANICAL SYSTEMS

HEATING & AIR-CONDITIONING

Description:

Heating is provided to the entire house through a gas-fired forced-air furnace located in the basement. The furnace is atmospherically vented through the roof and combustion air is provided through vents in the east wall of the crawlspace. The furnace sits on a concrete slab-on-grade near the crawlspace access door with adequate space for servicing. A combination of rigid and flexible ductwork runs throughout the basement to floor vents servicing the main floor. According to building records, heating system for the entire house may have been added in 1978 as part of the urban renewal plan for the house. Records indicate that the system installed in 1978 was a cast iron boiler and replaced some type of 'wall furnaces in the wall of the living room and wall of kitchen.'

No means of air conditioning was observed.

Condition Evaluation:

The furnace and air delivery system appear to be in good condition but were not tested. Building records indicate that the furnace was installed in 2001, therefore, the furnace is likely near the end of its expected lifespan. One of the floor vents was not properly secured to the ductwork during the site visit, though this appears to be something that has been addressed.

Recommendations:

1. The furnace should be replaced with a high-efficiency unit with a sealed combustion intake/exhaust system. Once replaced, the existing supply and return lines should be evaluated for any leaks.
2. Consider adding an air-condition unit that supplies the entire house as the house is likely poorly insulated.



Gas furnace located in the crawlspace.



WATER SERVICE, PLUMBING, & SEWER UTILITIES

Description:

A standard 40-gallon, gas-fired water heater is located in the crawlspace and is atmospherically vented through the roof. The water delivery system is a combination of copper and pex piping and the waste lines are pvc. Water enters the crawlspace approximately midspan along the south wall, roughly 3'-6" below the top of the foundation. The waste line exits the house as an abs plastic pipe on the east side of the house, just north of the crawlspace access door. No sewer cleanouts were found in the yard. According to building records, some of the plumbing may have been upgraded in 1978 as part of the urban renewal plan for the house. However, the pex piping would have been added at a later date. Additionally, there is no fire sprinkler system in the house.

Condition Evaluation:

The water heater, supply and waste lines, and sewer appear to be in good condition, but were not tested. Building records indicate that the water heater was installed in 2001, therefore, the water heater is likely near the end of its expected lifespan.

Recommendations:

Consider replacing the water heater with a high-efficiency unit with a sealed combustion intake/exhaust system.



Gas water heater located in the crawlspace.



3.8 ELECTRICAL SYSTEMS

ELECTRICAL SERVICE & PANELS

Description:

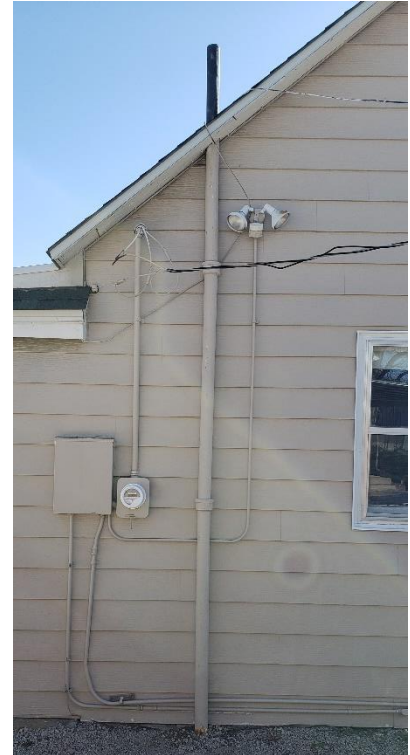
Electrical service to the house is brought in overhead from an electrical pole near the southwest corner of the lot. The electrical panel and meter are located on the west exterior of the house. The electrical panel is an older 100-amp panel. According to building records, the electrical panel may have been added in 1978 as part of the urban renewal plan for the house.

Condition Evaluation:

The electrical service was not tested during the site visit but appears to be in working condition. The panel appears to be sized appropriately for the existing house requirements but will likely need to be upgraded for any future improvements.

Recommendations:

1. The electrical service panel should be replaced by a licensed electrical engineer with a new 200-amp panel compliant with current codes.
2. The overhead electrical service should be replaced by a licensed electrical engineer with a new underground electrical line compliant with current codes.



Overhead electrical service, panel, and meter.

ELECTRICAL DISTRIBUTION SYSTEM

Description:

Electrical distribution throughout the house is Romex wiring that is visible in the crawlspace. It appears that this wiring serves the entire house, though not all areas are visible for analysis. According to building records, the Romex wiring may have been added in 1978 as part of the urban renewal plan for the house. There is no visible evidence of an earlier wiring system, though the 1948 Boulder County Assessor's card indicates that there was electrical lighting at that time. It is likely that knob and tube wiring was originally used as was common with similar houses in the Louisville area.

Condition Evaluation:

The electrical distribution was not tested during the site visit but appears to be in good condition.

Recommendations:

No recommendations at this time.



Romex wiring is seen throughout the crawlspace.

LIGHTING

Description:

Exterior light fixtures are located at the south facing front door and the side door on the east side of the house. These light fixtures are on interior switched circuits. Additionally, there is a light fixture on the west side of the house that is controlled by a light sensitive motion-detector.

Condition Evaluation:

The condition of the exterior light fixtures is unclear as none were tested. None of the exterior light fixtures are historic and it is unclear if they are replacements in historic locations.

Recommendations:

Removal of the steel and composite siding may reveal original light fixture locations apparent on the original wood shiplap siding. If the siding is removed and historic light fixture locations are determined, replace the exterior light fixtures with a full cutoff, high-efficiency unit.



4.0 ANALYSIS AND COMPLIANCE

4.1 HAZARDOUS MATERIALS

Due to the age of the building, the finish coatings may contain lead-based paint and asbestos may be present in the plaster topcoat. A professional evaluation should be conducted to determine the presence of any hazardous materials.

4.2 MATERIALS ANALYSIS

Does not apply.

4.3 ZONING CODE COMPLIANCE

Notes:

- It is recommended that the owner have a survey of the property conducted to verify the *Lot Size*. All *Lot Coverage* percentages are based on the actual property size and are subject to change from what is specified in this report.
- Building area square footages are taken from as-built measurements as measured from the interior face of wall, by DAJ Design.
- Only the main floor of the house was measured by DAJ Design as this is the main historic structure located on the specified property.

<u>Legal Description:</u>	TR 696 8-1S-69 (SEC T R TR PT SEC 8 T1S R69W), City of Louisville, County of Boulder, State of Colorado
<u>Year Built (Main House):</u>	circa 1920 - 1925
<u>Lot Dimensions:</u>	Polygon
<u>Lot Size:</u>	0.236 acres (ISP) / 10,280.16 sf
<u>Zoning:</u>	CC (Commercial Community); Downtown Design Handbook

Areas of levels in square feet (sf):

First (above ground) finished area:	496 sf (M)
Front porch area:	41 sf (M)
Caboose area:	237.5 sf
Boxcar area:	207.8 sf

Allowable Building Height (from existing grade):

Principal Buildings:	2 Stories & 35' Min. / 3 Stories & 45' Max.
Accessory Buildings:	20'

Lot Coverage:

Existing:	1,095 sf	(House, Caboose, & Boxcar)
Max. Allowable:	50,000 sf	

Setbacks:

Street-Facing Property Lines:	0' Min. / 30' Max.
Side Property Line:	10'
Rear Property Line:	20'



5.0 PRESERVATION PLAN

5.1 PRIORITIZED WORK

CRITICAL DEFICIENCY



- The top of the foundation relative to the top of grade should be determined around the perimeter of the house. If the top of the foundation is determined to be at or below the existing grade, new grading should occur to bring the grade down below the top of the foundation, as prescribed by a licensed structural engineer.
- A retaining wall should be installed in the basement to retain the basement cut soil at all locations. Alternately, the building could also be lifted or moved to allow a new foundation to be installed to properly support the building. Coordinate all foundation repairs and further assessment with a licensed structural engineer.
- The foundation walls showed various signs of damage that require further evaluation. No additional load should be added to the existing foundation system without a full analysis of the current foundation walls/footings. Immediate attention should be given to the locations where the existing foundation walls have been undermined and no longer have supporting soil. Coordinate all foundation repairs and further assessment with a licensed structural engineer.
- Shoring should be added to support the floor at all locations where excavation has occurred below existing foundation walls or adjacent to the wall. The purpose of the shoring is to prevent settlement or collapse of the floor if damage were to occur to the foundation walls.
- The footings were not visible during the observation and should be verified and evaluated prior to any remodel or new construction. Coordinate all findings with a licensed structural engineer.
- New footings are likely needed to support the point and distributed loads from the roof and floor framing as specified in the recommendations above. New foundation support below new beam and posts supporting the floor and roof framing should be coordinated with a licensed structural engineer.
- The beams and beam supports should be replaced or reinforced as prescribed by a structural engineer. The best method is to construct new beams and beam supports that support the existing floor joists and remove the existing beams and beam supports as prescribed by a licensed structural engineer. These new supports should bear on new foundation supports as prescribed by a licensed structural engineer and located at a depth and soil bearing capacity as specified by a licensed geotechnical engineer.
- The floor framing should be observed by a licensed engineer and repaired as needed. Special attention should be given to the connections between the foundation walls, floor joists, beams, and beam supports. The floors are not suitable for additional load resulting from a remodel or addition.
- All ledgers supporting floor joists should be evaluated by a licensed structural engineer for proper connection to the existing foundation wall and support of the floor framing.
- An attic access hatch should be installed in the ceiling per code.
- The front porch roof north facing gable roof, and northwest addition flat roof were not entirely visible during the observation. Further analysis would be required once these roof structures are exposed.
- Hurricane clips (or toenails) may need to be added where roof framing members bear on exterior walls to meet the minimum IRC code requirements of today.
- Collar ties and diagonal bracing are needed to be in compliance with current IRC code for prescriptive roof framing.
- Remove the steel siding, foam backer, and composite siding to expose the original wood siding.
- Repair, refinish, or replace the original wood siding.
- Remove the entire front porch roof and columns. The placement of the original front door covering should be visible with the exposure of the wood siding.
- Consider moving the side awning to the original location if this is verified with the wood siding exposure. The side awning should be rehabilitated to match the original appearance by removing the trim and soffit. The structure of this awning should be assessed by a licensed structural engineer.
- Consider replacing the roof with a fire-treated wood sawn shingle (cedar) to match the original roof.



- Replace the missing downspouts on the covered front porch.
- Determine the discharge location of the buried downspouts.
- Ensure that all gutters, downspouts, and downspout extensions are maintained to discharge water away from the building foundation and are kept clear of debris.
- The gutters and downspouts are not historic. Consider replacing the gutters with ½ round gutters and the downspouts with round downspouts. Though not historic, these styles will more appropriately match the historic nature of the house.
- Remove the aluminum storm doors from both doors. These doors are in well covered areas that do not need storm doors for weather protection. If screen doors are desired, a minimally framed screen door could be added.
- Remove the front entry wood door. Replace this door with a new wood door that matches the 1948 Boulder County Assessor's card image.
- Remove the aluminum storm windows from all windows. Consider replacing with new wood storm windows of minimal visual impact. These windows should be removable, with an option for bug screens installed in their place during the warmer months.
- Determine the original window opening sizes and locations when the framing or original siding is revealed with the removal of the steel and composite siding.
- Windows should be replaced with new window units that match the appearance of those in the historic photo from 1948. Typical tall and narrow, single-hung windows can be found on several houses in the Louisville area built at a similar time.
- The soffits and fascia should be replaced throughout the entire house and with matching fascia sizes and profile.
- Remove the steel trim with the steel siding exposing the original window, door, and corner trim sizes below. Add new trim according to the determined sizes.

SERIOUS DEFICIENCY

- The wood floor framing members including the sill plate, rim board, floor joists, and floor sheathing should be inspected for rot caused by poor drainage. If rot is found in any of these members, the affected flooring should be replaced as prescribed by a licensed structural engineer.
- All areas where grade slopes towards the house, if any, should be regraded to direct water away from the house foundation.
- It is not recommended to add additional roofing materials such as an additional layer of shingles (code allows for up to two layers), or solar panels without the additional structural support mentioned above. Additionally, any energy upgrades, such as increased insulation in the attic, could result in prolonged snow retention on the roof and could ultimately affect roof performance without first completing structural reinforcement.
- Without the opportunity to observe the exterior wall structure, we do not have any recommendations currently. If the opportunity presents itself, the exterior walls should be assessed by a licensed structural engineer. The owner is to note that the walls will need to be evaluated if any remodels or additional load is to be added. It is likely that additional studs may need to be added for the increased loads above in combination with the wind load on the building.
- Consider adding a new false chimney centered on the original house gable. The location of this chimney can be determined by patchwork in the roof sheathing as seen in the attic.
- The electrical service panel should be replaced by a licensed electrical engineer with a new 200-amp panel compliant with current codes.
- The overhead electrical service should be replaced by a licensed electrical engineer with a new underground electrical line compliant with current codes.
- Removal of the steel and composite siding may reveal original light fixture locations apparent on the original wood shiplap siding. If the siding is removed and historic light fixture locations are determined, replace the exterior light fixtures with a full cutoff, high-efficiency unit.



MINOR DEFICIENCY

- Landscaping east of the house and north of the caboose and boxcar should be completed to limit soil movement.
- Continue to monitor the drainage around the perimeter of the house. The perimeter should be observed after snow and significant rain events to assess for any areas of pooling water.
- Continually monitor the main floor walls for signs of foundation distress such as cracking or improper door operation. Wall cracks were not observed within the wall finish on the main level. If signs of cracking are detected, these areas should be evaluated by a licensed engineer and repaired as needed.
- If the main floor deflection is inadequate, consult a licensed structural engineer for additional support design options.
- The front porch roof north facing gable roof, and northwest addition flat roof were not entirely visible during the observation. Further analysis would be required once the roof structures are exposed.
- The furnace should be replaced with a high-efficiency unit with a sealed combustion intake/exhaust system. Once replaced, the existing supply and return lines should be evaluated for any leaks.
- Consider adding an air-condition unit that supplies the entire house as the house is likely poorly insulated.
- Consider replacing the water heater with a high-efficiency unit with a sealed combustion intake/exhaust system.

5.2 PHASING PLAN

A phasing plan is not available at this time.

5.3 ESTIMATE OF PROBABLE COST OF CONSTRUCTION

A probable cost of construction is not available at this time.

6.0 PHOTOGRAPHS AND ILLUSTRATIONS



1948 Boulder County Assessor's Card Image



2024 South Elevation



2024 Southeast Corner



2024 Northwest Corner



May 1, 2024

Attn: Josh Johnston
DAJ Design
Louisville, CO

Dear Josh,

We visited the residence at 1155 Pine Street, Louisville, CO on April 11, 2024 to review the existing building for the purpose of documenting and evaluating the existing structure. It was at this time that we reviewed the building with DAJ Design and coordinated our findings with the report created by DAJ Design.

On May 1, 2024 we reviewed the final report and made any necessary modifications to the structural sections. All findings, evaluations and recommendations are in the report. Below, in this letter, are our structural conclusions and a summary of our scope of work. Please feel free to contact us for any further information.

Structural Conclusions:

A. In our professional opinion, the building's structure is adequate for its continued safe use, with one exception: Temporary support of the floor structure is required until the foundation can be further assessed and repaired, (see the foundation section for additional information). The remaining construction does not meet all modern code standards; however, it has performed adequately up to this point. We recommend that a licensed Structural Engineer be retained to further evaluate the structure, provide the repairs recommended in each of the sections of this report and assist in any modifications to the structure proposed by the owner and an architect.

Please see the recommendations sections of the report for any required or recommended structural recommendations, to be completed by a licensed structural engineer and contractor.

It is also important to note that a significant portion of the building's structure was not exposed for our review. There may be damaged structure that we were not able to observe due to finish materials. Also, additional cosmetic imperfections could arise, which is normal for an old structure.

B. An extreme event occurring at the site, such as a tornado, a serious (rare) earthquake or other unforeseen event could significantly damage the structure. But this is also true for most old structures in Louisville and is only mentioned for the completeness of this report.

C. The drainage around the home should be addressed to allow for water to flow away from the building. Poor drainage could result in water infiltration or excessive movement and damage to the foundation and wood framing.



Summary and Limitations:

A. Summary:

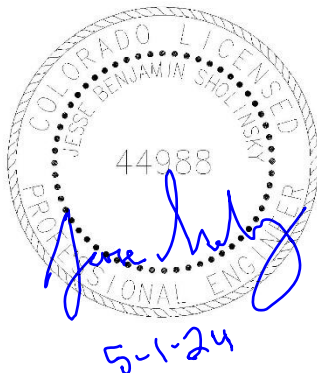
1. The goal of our site observation and the structural portion of the report is to provide an overview of the building's structure and foundation and identify areas where remedial work in the near future is prudent.
2. The recommended remedial measures are intended to promote the building's continued safe use and are not intended to eliminate all existing and potential future cosmetic defects.

B. Limitations:

1. The information contained in the report is the author's professional opinion based on visual evidence readily available at the site, without the removal of existing finish materials. Of course, this means there could be hidden defects which are not discoverable at this time, without demolition of finish materials. That is true for most buildings, and an inherent limitation for this kind of report. Should additional information become available or additional movement is perceived, we recommend that our firm be contacted for further review.
2. The issuance of the report does not provide the building's current or future owners with a guarantee, certification, or warranty of future performance. Acceptance and use of this report do not transfer financial liability for the building or the property to the author or this engineering firm.
3. The report is also only preliminary to make note of areas that need to be addressed. A licensed Structural Engineer should be retained to provide a more thorough investigation and provide appropriate repair details for all necessary repairs.

Sincerely,

Jesse Sholinsky, P.E.



HISTORIC STRUCTURAL ASSESSMENT

THE LOUISVILLE CABOOSE

1155 PINE STREET, LOUISVILLE, COLORADO

LOCATED AT THE EAST GATEWAY TO DOWNTOWN

August 13, 2025



Evaluated by:

Andy Johnson, AIA
DAJ Design
922A Main Street, Louisville, CO 80027
303-527-1100 | andy@dajdesign.com

This Project was paid for by the Louisville Preservation Fund grant.

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1.0 INTRODUCTION

1.1 RESEARCH BACKGROUND / PROJECT PARTICIPANTS

DAJ Design conducted an Historic Structural Assessment for The Louisville Caboose, located at 1155 Pine Street, Louisville, Colorado, to determine its feasibility as a candidate for historic landmark designation as defined under the Historic Preservation program of the City of Louisville. The structure is a historic railroad caboose. The City of Louisville Historic Preservation Commission found probable cause that the caboose may be eligible for landmarking under criteria in section 15.36.050 of the Louisville Municipal Code. Therefore, the Commission approved the Historic Structural Assessment to be paid for by the Louisville Preservation Fund grant.



The primary purpose of this HSA is to evaluate the caboose's current condition and to identify preservation priorities for the best use of rehabilitation funds. DAJ Design inspected The Louisville Caboose visually in July 2025 to identify areas of necessary maintenance and repair. It is possible that complications exist that were not visible, and therefore it is recommended that the property owner include contingency funding in any repair budget.

The Louisville Caboose is one of two historic railcars on the property. The caboose will serve as a visual and cultural centerpiece of a new 'Historic East Gateway' that the applicants are proposing to establish at the eastern entry point to Louisville's historic downtown. Its preservation and placement at this location are intended to celebrate the city's history and heritage while creating an iconic and welcoming landmark for visitors and residents alike.

LIST OF CONSULTANTS AND SOURCES:

STRUCTURAL ENGINEER

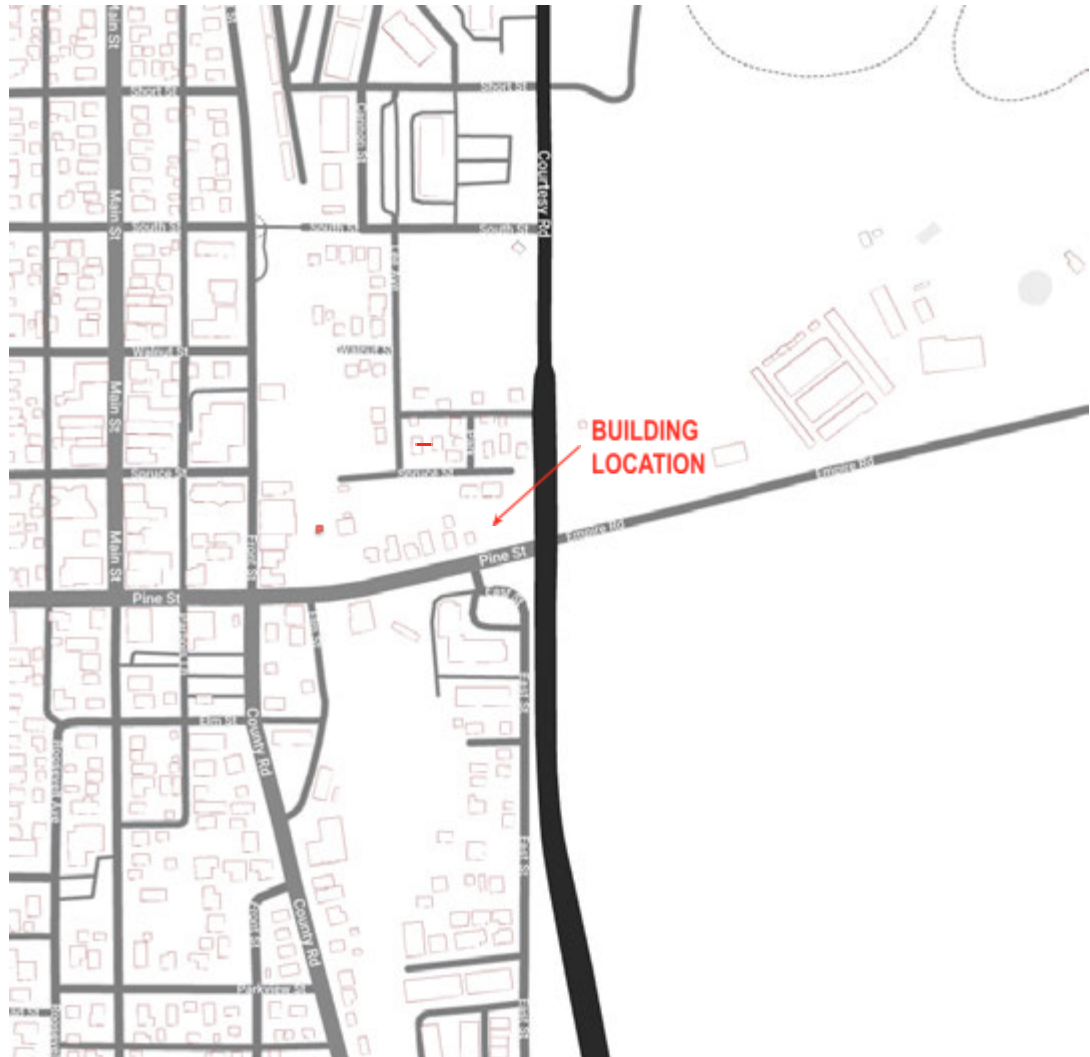
JESSE SHOLINSKY, PE
GLENN FRANK ENGINEERING, INC.
PO BOX 20708
BOULDER, CO 80308
303.554.9591

SOURCES

"Louisville Historic Preservation Commission Staff Report," December 18, 2023.
Other sources cited directly within the report

1.2 BUILDING LOCATION

VICINITY MAP



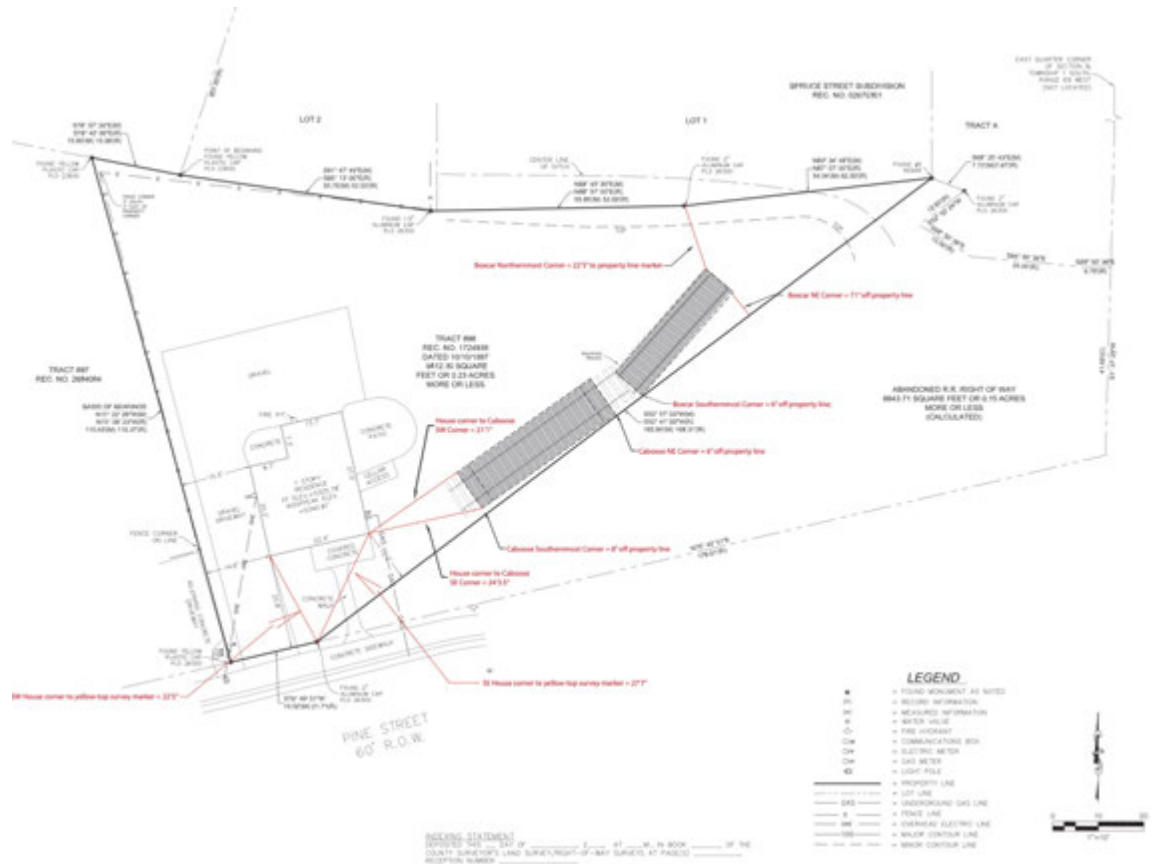
LEGAL DESCRIPTION

TR 696 8-1S-69 (SEC T R TR PT SEC 8 T1S R69W)

Zoning: Community Commercial (CC)

SITE PLAN & DETAILS

As shown in the illustration below, the caboose is situated along the southeast property boundary of the applicant's property at 1155 Pine directly adjacent to a small city park, named Tomeo Park. The caboose is positioned along railroad tracks in line with another railcar referenced in its own HSA, a Colorado & Southern boxcar, informally known as "The Steinbaughxcar". The caboose is also positioned in close proximity to a historic house on site known as "The Miners' Mansion" (also submitted for historic landmark approval and funding), and is intended to become part of a larger historic display at the East Gateway to downtown Louisville.

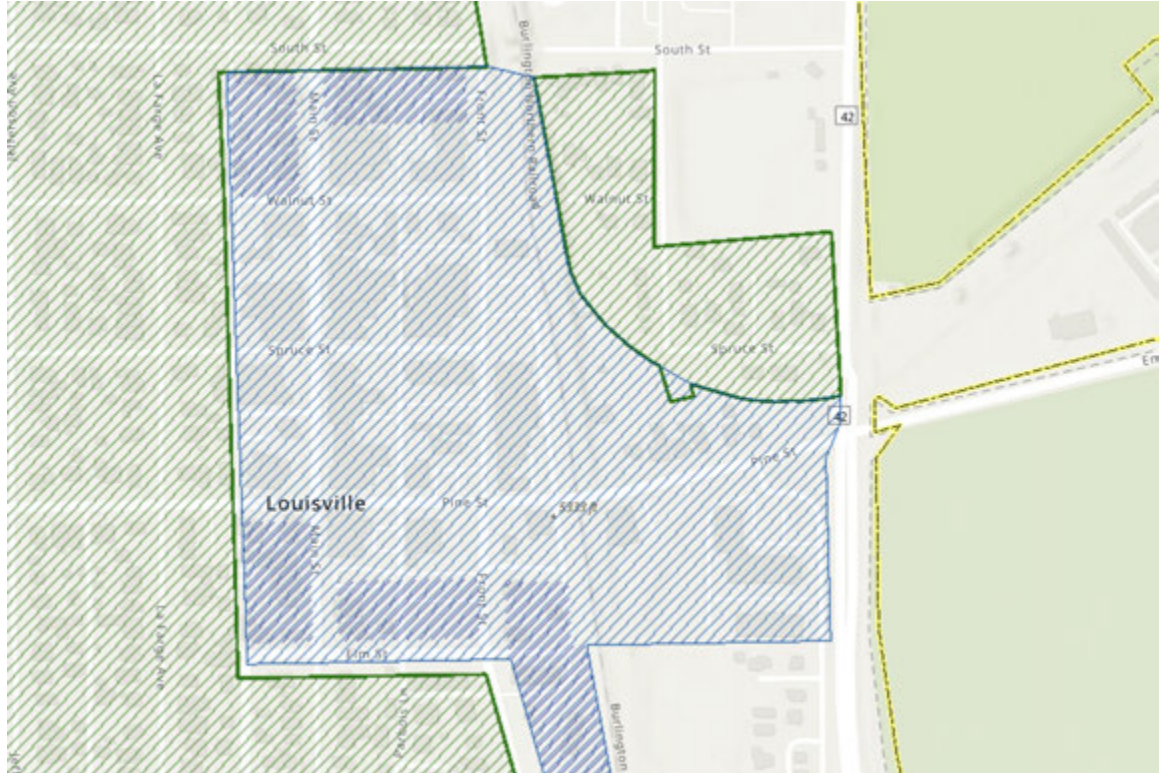


(Subject property at 1155 Pine, showing final, permitted placement of railcars)

It is important to note that the placement of the caboose (as well as the boxcar) are along a recreated section of the historic Colorado & Southern Railway, which served Louisville and its various coal mines (including the Acme and the Rex #1 and Rex #2 Mines, specifically) in the late 1800s and early 1900s.



(City of Louisville, circa 1909, Drumm's Map, showing subject property location along the Colorado & Southern Railway
<https://www.louisvilleco.gov/exploring-louisville/historical-museum/drumm-1909-map-of-louisville>
e)



(City of Louisville downtown Old Town Overlay, showing subject property location - <https://www.louisvilleco.gov/>)

2.0 HISTORY AND USE

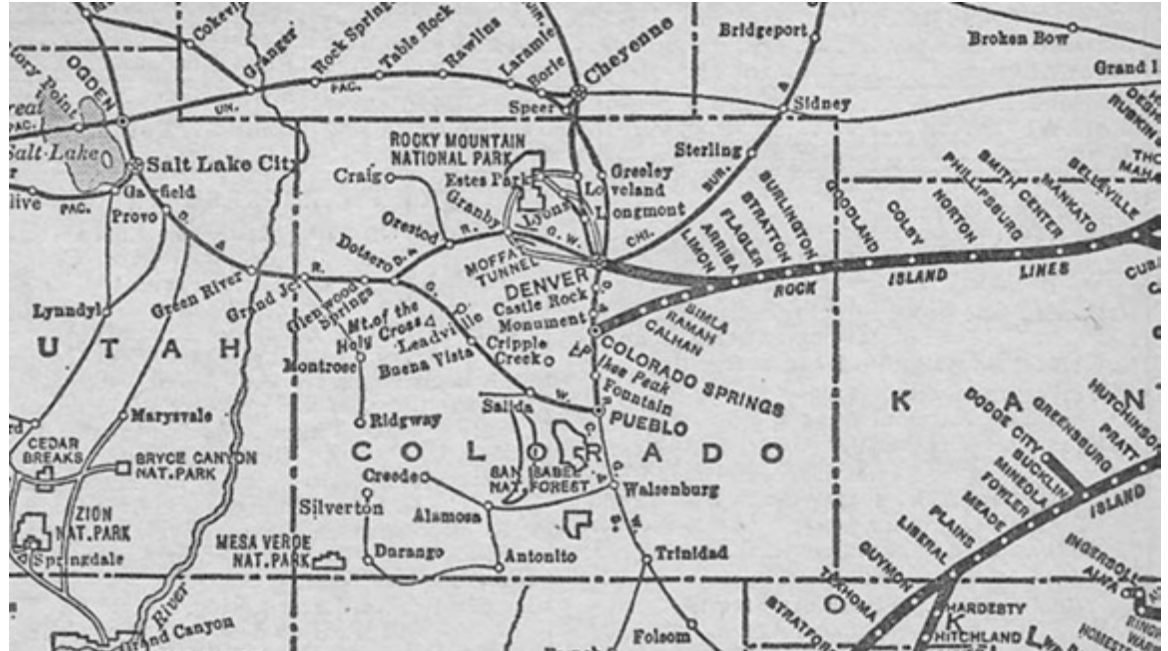
Year of Construction: Initial construction circa 1913-1915, rebuilt into caboose in 1942 (see discussion below)

The Louisville Caboose was originally built circa 1915 as a boxcar for the Rock Island Railroad, which ran heavy operations in Colorado as well as many other states. It is believed to have been part of the railroad's Class B-2 boxcar fleet, constructed with wood sheathing over a steel underframe. These boxcars were a staple of early 20th-century freight operations, often transporting a mix of general merchandise—such as flour, dry goods, produce, mining equipment, canned goods, and agricultural products—throughout the Rock Island's midwestern and western routes.



(Sample photo showing the style of the original construction of a B-2 boxcar - which The Louisville Caboose started its life as. Photo from <https://myp48.wordpress.com/2019/10/25/modeling-rock-island-fowler-clone-boxcars/>)

The Rock Island Railroad, or more formally, the “Chicago, Rock Island & Pacific Railroad (CRI&P)” operated an extensive network from Chicago through Kansas, Missouri, Oklahoma, Colorado, and New Mexico (see map below). It is likely that this boxcar traveled those routes during its service life. In Colorado specifically, Rock Island served a number of communities including Limon, Peyton, Calhan, Falcon, and Colorado Springs, with access into Denver via trackage rights starting in the late 19th century. Freight service often supported regional industries such as farming, quarrying, and mining, with goods transiting through key yards at Limon and Calhan en route to larger distribution hubs.



(Map circa 1910s showing Rock Island railway lines in Colorado - photo courtesy of <https://denversrailroads.com/Rock.htm>)

In 1942, the boxcar was converted into a caboose as part of the World War II effort, now representing a rare surviving example of a field-converted Rock Island caboose with external bracing. As wartime material shortages made the production of new rolling stock difficult, Rock Island undertook conversions of approximately 200 Class B-2 boxcars at its shops in Chicago and Silvis. The cabooses were shortened, equipped with end platforms, steel cupolas, and rudimentary interior fittings including bunks, a stove, a desk, and tool lockers. These converted cabooses remained in use for decades after the war.



(The Rock Island Shop in Silvis, ILL, ca 1940, where The Louisville Caboose was actually remade from a boxcar into a caboose as part of the effort to scale production for WWII - photo courtesy <https://www.rpicturearchives.net/showPicture.aspx?id=6198799>)

The primary function of all cabooses was to serve as a lookout and mobile office post for the train crew. Conductors and brakemen used the space for paperwork, rest, and to monitor the safety and integrity of the train. One critical task was watching for 'hotboxes'—overheated wheel journal bearings caused by friction and lack of lubrication—which could lead to axle failure, causing trains to catch fire as they trundled down the tracks. Caboose crews watched for smoke or sparks from wheels, ensuring cargo safety and mechanical integrity long before modern wheel bearings were invented, as well as sensors to monitor train cars, rendering them no longer needed.



(Rock Island Caboose 17834, which was restored by the Oklahoma Railway Museum - <https://oklahomarailwaymuseum.org/exhibits/rock-island-17834-caboose/>)

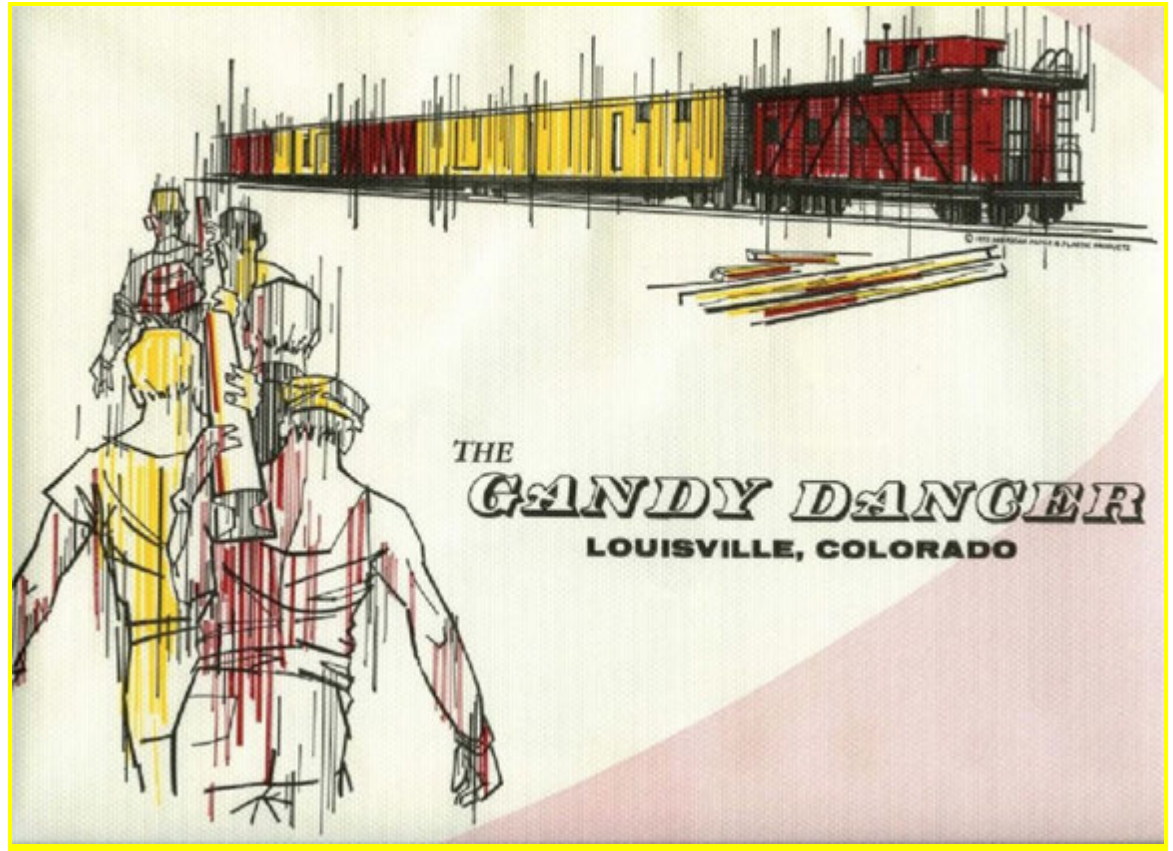
One known example of another such RI caboose, which is preserved at the Oklahoma Railway Museum, is Rock Island Caboose #17834. It shares a nearly identical construction history and typology with The Louisville Caboose. These cabooses were easily identifiable by their visible diagonal bracing, ladder fixtures, steel trucks, and utilitarian form. The Louisville Caboose retains its original Bettendorf trucks and most of its exterior hardware, though only two of its original four steps remain (and ideally would need to be remade to return the caboose to its original fit and finish).



(The Louisville Caboose - RI Caboose #17743, photo June 2025)

The Louisville Caboose is believed to be Rock Island caboose #17743, as identified by railroad preservationists through online correspondence and archived sources such as the Rock Island Reporter and the Rock Island Lines preservation forums. While no visible serial plate remains, this identification places it among the Rock Island's wartime conversions of Class B-2 boxcars and ties it to known sister cabooses from the same build era.

After one lifetime riding the rails as a B-2 Boxcar, then another lifetime as a caboose, in the early 1970s the railcar was incorporated into a rail-themed restaurant at the intersection of Main St. and South Boulder Road in Louisville. The concept for the restaurant was spearheaded by Clifford Brock, Eva Brock, and William Arnold, who formed the A & B Company in 1969.



(Gandy Dancer Restaurant ad, circa 1972, showing an illustration of the Caboose)

Their vision became the Gandy Dancer Restaurant, part of a 14-acre master-planned site called Coal Creek Station. The trade name affidavit for the Gandy Dancer was filed in 1972. The caboose and several boxcars were positioned on replica tracks near the real rail line and welded in place after being lifted by crane. A central kitchen structure and a depot-style east addition were built, including a walk-in cooler and seating for over 100 guests. The caboose itself served as a bar/lounge and dance area, with patrons able to access the cupola. This created a unique dining experience with live music, themed decor, and upscale fare.

The restaurant later operated as Coal Creek Junction and in subsequent decades as Brothers Three, Kaddy Shack BBQ, and Hickory Sticks Smokehouse & Grill. The restaurant permanently closed in 2001, and the caboose sat abandoned until 2020.



(November 2019 Photo of applicant, Travis Ramos, in front of The Louisville Caboose at night)

In late 2019, the caboose along with the rest of the restaurant was slated for demolition. Travis and Laura Ramos, Louisville residents, led a community effort to save the caboose. After launching a grassroots, local campaign at the Louisville Parade of Lights in December 2019, the community preservation effort snowballed, appearing in multiple local news outlets including the Daily Camera, Denver7, and KOAA News among others..



(December 2019 Photo of two of applicant's children, Tate and Reid Ramos, at the Louisville Parade of Lights in 2019 spreading the word to "SAVE THE CABOOSE!")

On February 29, 2020—dubbed 'Crane Day'—a crowd of local supporters gathered to witness the 45,800lb caboose lifted and placed on a transport flatbed, cheered on by residents and volunteers. News articles described the structure as “a piece of town history worth saving,” and documented the grassroots fundraising campaign organized by Travis and Laura Ramos. These stories highlighted not only the historic importance of the caboose, but also the strength of local commitment to preserving Louisville's cultural landmarks.



(February 29, 2020 photo of community members who came to help or support saving The Louisville Caboose from being demolished)

With the help of local volunteers, including families, high school students, and scout troops, the caboose was moved off-site on February 29, 2020. It was then preserved in temporary storage during the pandemic, until the Ramos Family was able to purchase the property at 1155 Pine St, and relocate it there in December 2023. Bringing the story full circle, the Ramos Family put the caboose itself in the Parade of Lights that year before placing it on the property, on early 1900s steel rails believed to be from the historic Denver Interurban Railroad; the same rails it sat on at Main and South Boulder for nearly 50 years.



(December 2023 photo of The Louisville Caboose preparing to be in the Louisville Parade of Lights)



(December 2023 photo of The Louisville Caboose being craned to its new home at 1155 Pine St.)

2.1 ARCHITECTURAL SIGNIFICANCE & CONSTRUCTION HISTORY

As noted in the previous section, The Louisville Caboose exhibits a classic early 20th-century railroad style, with utilitarian features characteristic of the transition between all-wood railcars and all-metal railcars. The car maintains a rectangular form with cupola on top, and defined window spacing typical of mid-century cabooses. Although it's lived several lifetimes, its overall configuration remains highly intact.

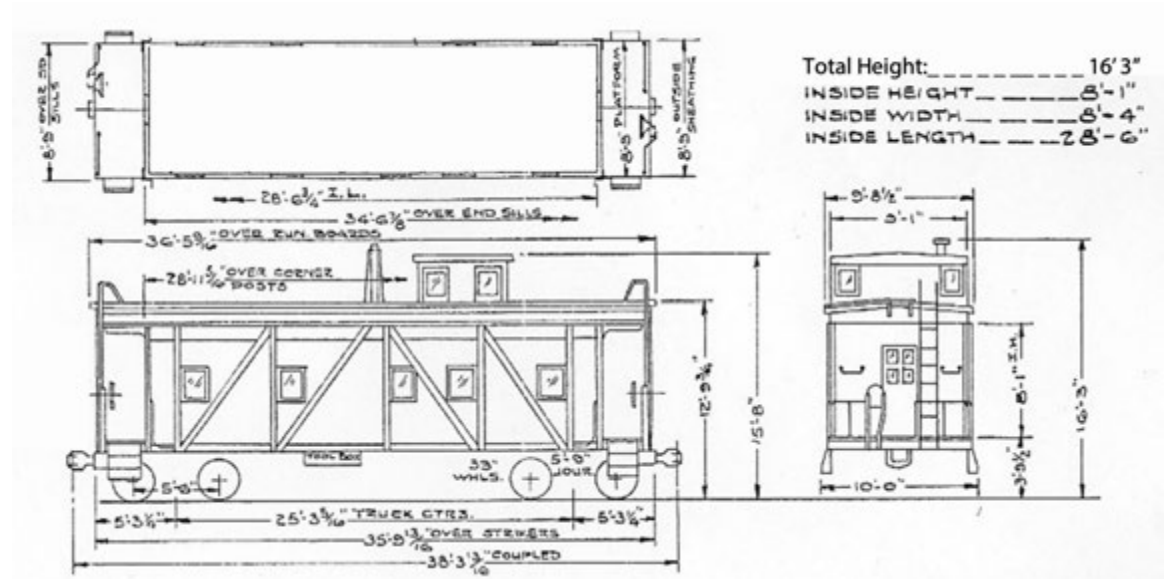
Originally constructed in 1913 as a boxcar, the structure underwent a conversion to a caboose around 1942. In 1973, it was relocated and incorporated into a commercial restaurant setting at 1032 E. South Boulder Road. As part of this adaptive reuse, modifications were made to the structure by removing approximately $\frac{1}{3}$ of what is now the South wall, which was replaced when it was moved.

In February 2020, the caboose was removed from its restaurant setting and placed into storage during the pandemic. In December 2023, it was relocated to its current location at 1155 Pine Street. The structure now sits on a new ballast and railbed system and is undergoing planning for exterior restoration and future adaptive reuse. Despite its many different iterations - from boxcar to caboose to restaurant to caboose once again - the structure remains a rare and recognizable example of early 20th-century railroad vernacular in the Louisville area (and beyond).

2.2 FLOOR PLAN

Interior floor space is approximately 237.5 square feet (28'6" x 8'4"). The structure as it sits has been gutted inside and is currently a single-level open bay, with tongue-in-groove wood walls and flooring clad to steel framing. As a caboose, it has an all-steel cupola on top, five window openings on each long side, and one door on each end.





2.3 PROPOSED USE

The caboose is officially permitted by the City of Louisville to reside in its current location, and at this time is not connected to utilities. The interior was gutted to allow for replacement of deteriorated wood and to prepare for eventual rehabilitation. The vision for The Louisville Caboose is to preserve its historical integrity while enabling a future adaptive reuse to be determined. Although no specific programmatic use has been finalized at this time, the structure is being retained as a cultural landmark with the potential to support historically sensitive and community-oriented functions in the future, largely pending what the City will allow in terms of reuse of the structure.

3.0 STRUCTURE CONDITION ASSESSMENT

3.1 SITE

Description:

The caboose sits on a newly graded railbed, professionally constructed with approximately 12 inches of compacted road base topped with 10 inches of crushed granite. The 'ballast' bed also utilizes brand new BNSF Railroad ties (as of 2023), to which the rails are affixed using the traditional railroad spike method. It is positioned on historic narrow-gauge steel rails, as previously noted, which are approximately 40' in length, believed to originate from the early 20th-century Denver Interurban Railway.

Condition Evaluation:

Good. Site condition is stable, and was recently prepared. Gravel extends under and around the caboose. Drainage away from the rail bed is sufficient.

Recommendations:

1. Add landscaping buffer around perimeter to limit erosion and provide context signage.
2. Overall site is graded at a 2% slope toward the drainage ditch to the North, and any future grading work should take into consideration the railcars' placement and ensure water continues to flow away from the structures and not pool underneath in any way.
3. We would also recommend adding gutters if possible to route precipitation away from the walls which could contribute to degradation over time.
4. Annual monitoring of the structures would also be recommended to ensure no unplanned settling is taking place.







3.2 STRUCTURAL SYSTEM

Description:

It should be noted that the structural system of the caboose, as a railcar, is fundamentally different from residential or other such structures commonly assessed for historic preservation work in Louisville. That said, the structural analysis encompasses the relevant facets of this type of construction, including the frame and how it is mounted to the wheels and affixed to the tracks.

The boxcar-turned caboose's frame is constructed with a heavy-gauge steel exoskeleton—a robust steel cage-like structure—to which the wooden cladding is affixed. This exoskeleton not only contributes to the heavy weight of the railcar, but has also contributed to its ongoing structural soundness, despite its age. The body of the caboose is set upon its correct 'trucks' (also known as wheel-sets), and its wheels are welded to the early 1900s-era steel rails, which are spiked to the railroad ties, which all sit on a new ballast bed as previously noted.

Condition Evaluation:

Good - The caboose is structurally sound. The steel framing shows no signs of notable corrosion or degradation, and continues to provide ample structural integrity. The structural condition and integrity of the caboose were assessed by Jesse Sholinsky of GFE Engineering.

Recommendations::

1. Depending on the adaptive future reuse, consider welding the body of the caboose to the trucks so it is firmly fixed in place.
2. Annual monitoring of the structure's exoskeleton to ensure no degradation over time.
3. To further mitigate from rust or water damage over time, replace all wood elements (excluding original ceiling wood inside), using historically appropriate, clear, vertical grain old-growth Alaskan Yellow Cedar or Douglas Fir 2x6 tongue-and-groove milled lumber.
4. Paint with appropriate, oil-based paint and properly seal all external junctions where water could infiltrate.

















3.3 ENVELOPE – EXTERIOR WALLS

Description:

The exterior walls are comprised of external-braced, heavy steel 'Z' beams which originally had 2x6 tongue-in-groove, clear, dense vertical grain, old-growth Douglas Fir wood siding affixed to the steel framing using traditional square-head hardware common to railcar construction of the era.

The northwest long-side of the caboose, as well as both short-sides, have their original wood cladding, but is severely weathered with various rotted sections, which have temporary patches of 1/2" plywood affixed with wood screws in an attempt to seal the building envelope.

The southeast, street-facing, long-side of the caboose is missing the entirety of its original wood cladding, and has had temporary sheathing consisting of 4x8 plywood panels installed in 2024 in an attempt to better seal the building envelope. All original window glass is missing, and both glass as well as the window frames need to be replaced. Approximately 30% of the floor wood also requires replacement. The wood for the entire exterior as well as ~30% of the flooring interior will need to be replaced, treated, and repainted using historically appropriate materials.

Condition Evaluation:

Poor and in need of complete replacement, as noted above.

Recommendations:

1. Replace all wood elements on the entire caboose (excluding original ceiling wood inside), using historically appropriate, clear, vertical grain old-growth Alaskan Yellow Cedar or Douglas Fir 2x6 tongue-and-groove milled lumber, likely from a mill in the Pacific Northwest.
2. Paint with appropriate, oil-based paint.
3. Properly seal all external junctions where water could infiltrate.

3.4 ENVELOPE – ROOFING & WATERPROOFING

Description:

The caboose has a new (as of June 2025) standing seam steel roof installed over newly rebuilt substructure of 1" thick plywood attached to the existing structure as specified by GFE Engineering (2025). The original catwalk is missing and needs to be reconstructed using old templated pieces to be period-correct. The roof of the cupola is a continuous 12 gauge piece of steelwork hot-riveted together to the vertical walls of the cupola, also 12-gauge steel. The structure is riveted to the steel frame of the railcar using 3/4" hot-rivets common to railcar construction of the era.



Condition Evaluation:

Good. The roof over the caboose other than the cupola is new as of June 2025, and is in excellent shape. While the cupola's roof is sound, it needs prep and a coat of paint to stave off rust or being compromised by weathering. There are no gutters, however, which is recommended.

Recommendations:

1. Cupola should have proper surface preparation and a new coat of paint. Ideally Epoxy 2K primer topcoated with weather-resistant industrial grade paint.
2. Add gutters if possible to route precipitation away from the walls and base of the structure, which could contribute to degradation over time
3. Schedule annual inspections to ensure no degradation, UV, hail damage or otherwise. Periodically repaint Cupola as needed.









3.5 WINDOWS & DOORS

Description:

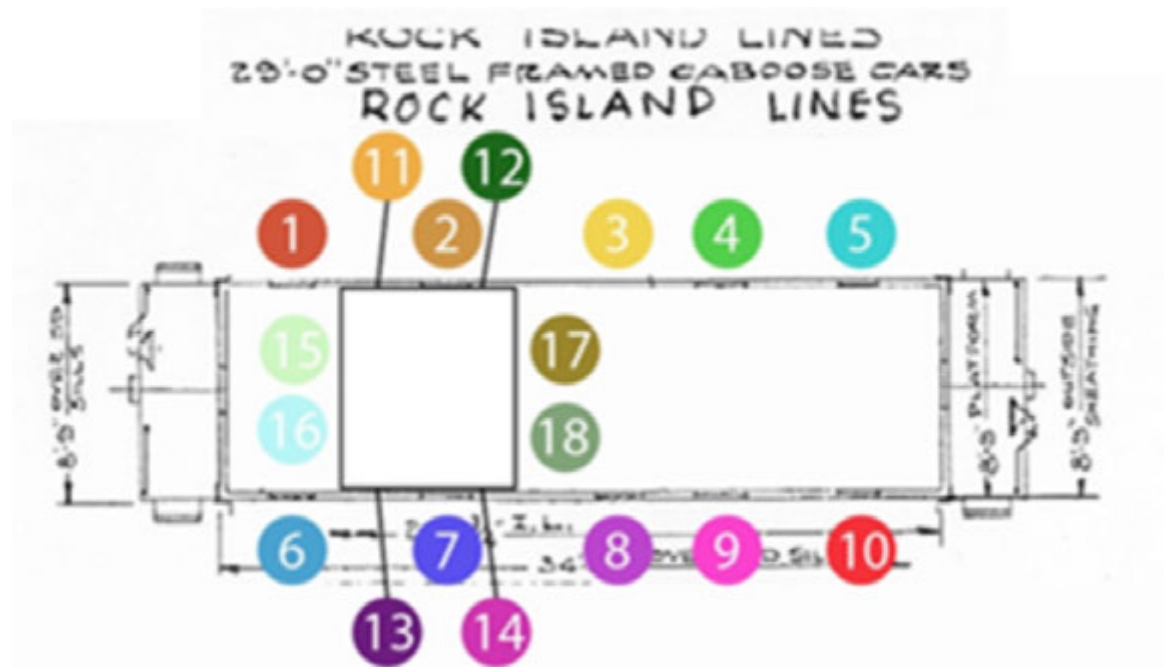
All windows were originally constructed of traditional wood framing seen in most railcars from the 1940s-era (when The Louisville Caboose was converted into a caboose). The windows are each set into the wood cladding on the body of the caboose (or in the case of the cupola, into the steel framing of the cupola). As shown in the following illustrations, there are 18 windows total, and they are of the fixed-window type. There are also two doors - one on each end, as shown in the photos. The doors are typical of railcars of the era - narrower than you'd find in residential use to accommodate the size of the railcar. They are set within the door frames, and currently inoperable as they are screwed shut to keep the building safely sealed off.

Condition Evaluation:

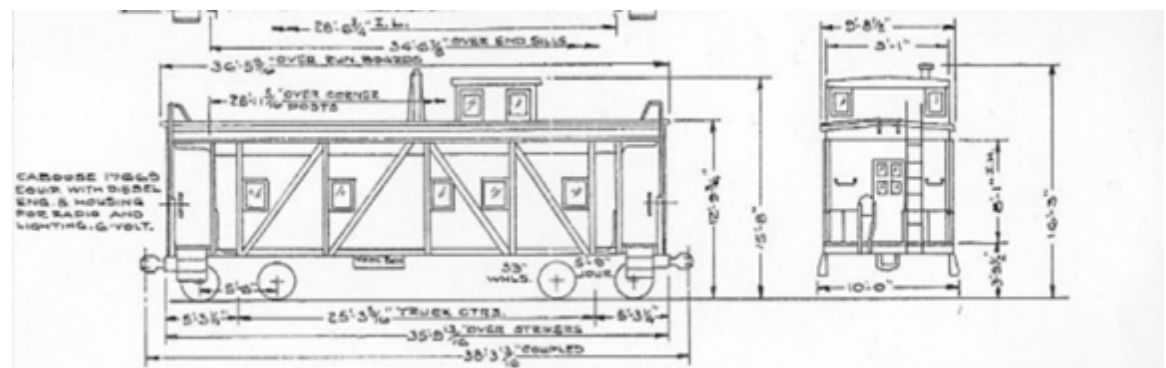
Poor. All windows are missing, and require full reconstruction. While the doors and door frames are generally intact and structurally sound, they also require restoration including refinishing, new windows and reglazing, and hardware replacement.

Recommendations:

1. Applicant saved one full, intact window to use as a template, and our recommendation is to use this template to have new windows constructed to emulate the original ones in fit and finish.
2. Also recommend removal and restoration of both doors with new windows and hardware. Use tempered glass where required for both doors and windows.
Note: Replace windows only after siding is replaced and they are appropriately located as per original specifications. Applicant may consider replacing original fixed-windows with period-correct styled windows that have a functional swing-out ability to better facilitate future adaptive re-use of the structure.



(Diagram showing window locations for The Louisville Caboose)



(Second diagram showing window locations for The Louisville Caboose from the original blueprints)



(Close up of windows on Northwest side of caboose)

3.6 EXTERIOR DETAILS

Description:

The main components including the trucks (wheelsets) and external brake rigging appear to be intact on both platforms as well as underneath the caboose.

The original smokestack, which was used for the stove inside the caboose, is not currently installed on the structure but is in applicants' storage.

The catwalk along the roof (which was used by rail workers to access the roof to watch the train and give signals), is no longer present. Applicant kept the remaining pieces from it as well as documentation to properly reconstruct it.

The ladders to the roof on each end are present, but since there is no catwalk on the roof, they are unattached at the top.

Three of four corner step-up ladders are missing and will require reconstruction to match the original fit and finish.

All 'grab-irons' are intact and require painting or powder-coating and reinstallation.

The original corner lamps on the caboose are missing and should be replaced with as close to original units as possible.

Condition Evaluation:

Poor. While the majority of components are present on the caboose, many exterior details as noted above need restoration, replacement, or reconstruction.

Recommendations:

1. Media-blast, powder coat, and install the original smokestack in its proper location on the roof.
2. Reconstruct the catwalk along the roof using applicant's documentation and remaining pieces as templates from it. Wood for the catwalk should be the same as specified for the other facets of the caboose - correctly cut clear, dense, old-growth, vertical grain Alaskan Yellow Cedar or Douglas Fir.
3. Affix the ladders to the catwalk once it's been reconstructed.
4. Use the existing step-up ladder as a template, have the other three ladders made to match in original fit and finish.
5. Paint or powder coat all 'grab-irons' and reinstall with proper square head hardware. .
6. Source original corner lamps for the caboose and replace with as close to original units as possible.

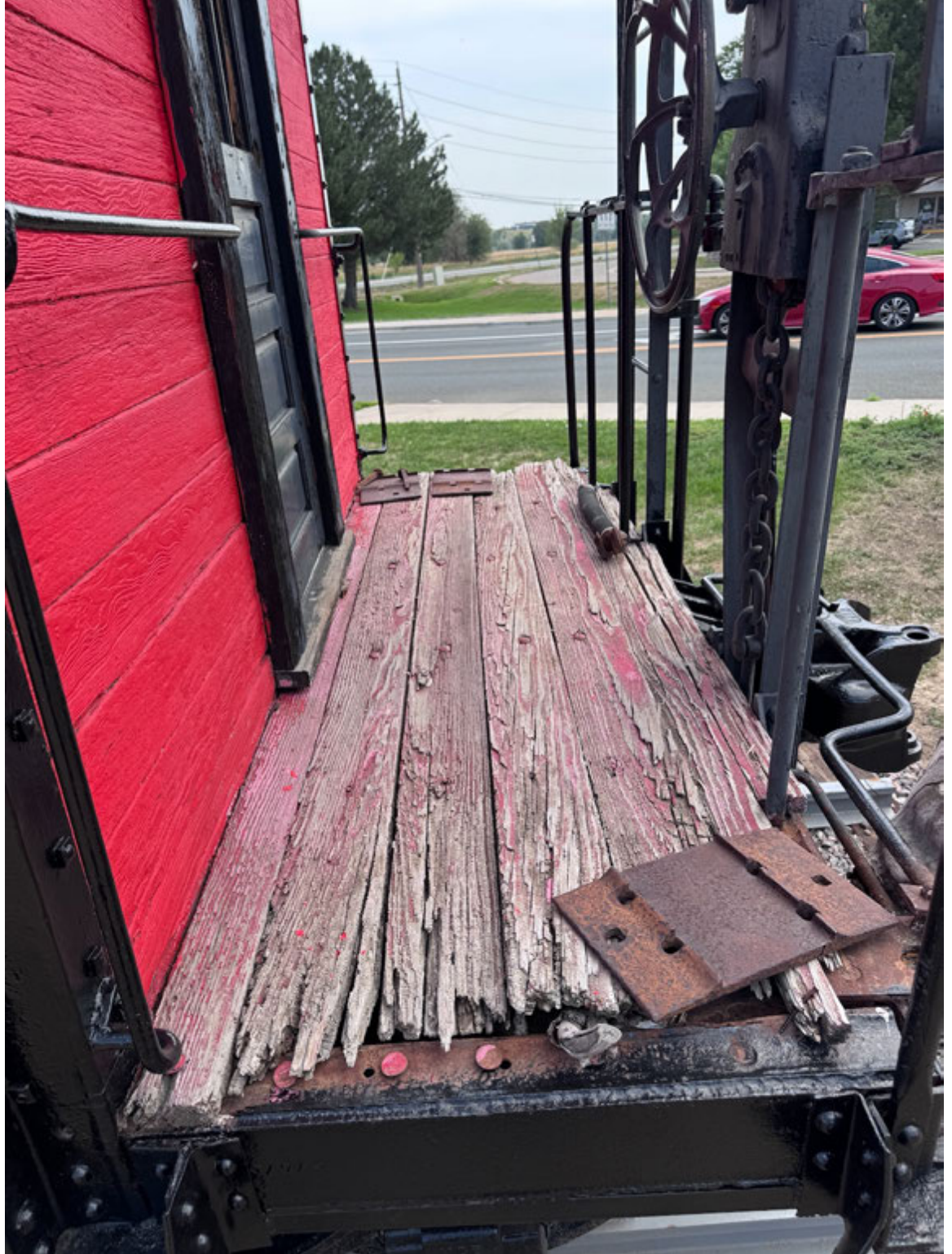




(The one remaining step ladder on The Louisville Caboose)



(Northeast Platform base on The Louisville Caboose)



(Southwest Platform base on The Louisville Caboose)

3.7 MECHANICAL SYSTEMS

Description:

No traditional residential-style mechanical systems present; structure is unheated and unplumbed. In its previous location at Main St. & South Boulder Road, it did have its own standalone HVAC system and was also connected to gas and electricity. The only thing that currently remains are light fixture sockets on the ceiling; all other systems were removed when caboose was moved from the site on Main and South Boulder Road.

Condition Evaluation:

[Non-existent]

Recommendations:

1. Depending on adaptive future reuse, consider adding gas, water and sewer connections.

3.8 ELECTRICAL SYSTEMS

Description:

While no electrical systems are currently installed, there are remaining light fixture sockets on the interior ceiling from the cabooses' former use as part of a restaurant.

Condition Evaluation:

[Non-existent]



Recommendations:

1. Both for safety, as well as for an adaptive future reuse, consider bringing electricity to the structure. Even a small, code-compliant electrical box with outlets could provide basic circuits for exterior and interior lighting to both light the structure at night as a display piece, as well as increase safety.

4.0 ANALYSIS AND COMPLIANCE

4.1 HAZARDOUS MATERIALS

Due to the age of the structure, the finish coatings may contain lead-based paint. A professional evaluation should be conducted prior to sanding or refinishing original materials.

4.2 MATERIALS ANALYSIS

Does not apply.

4.3 ZONING CODE COMPLIANCE

Note:

Structure is an accessory use and is currently not used for dwelling. Square footage under 500 SF is exempt from many commercial design standards. Current use is a non-inhabited structure, and setbacks, height, and FAR conform to code. The structure was officially permitted with the City of Louisville to be on-site as of June 2025 (permit number MISC-10718-2025).

Legal Description: TR 696 8-1S-69 (SEC T R TR PT SEC 8 T1S R69W),

City of Louisville, County of Boulder, State of Colorado

Lot Dimensions: Polygon

Lot Size: 0.236 acres (ISP) / 10,280.16 sf

Zoning: CC (Commercial Community); Downtown Design Handbook

Allowable Building Height (from existing grade):

Principal Buildings: 2 Stories & 35' Min. / 3 Stories & 45' Max.

Accessory Buildings: 20'



Lot Coverage:

Existing: 1,095 sf(House, Caboose, & Boxcar)

Max. Allowable: 50,000 sf

Setbacks:

Street-Facing Property Lines: 0' Min. / 30' Max.

Side Property Line: 10'

Rear Property Line: 20'



5.0 PRESERVATION PLAN

5.1 PRIORITIZED WORK

CRITICAL DEFICIENCY

1. Replace all wood elements on the entire caboose (excluding original ceiling wood inside), using historically appropriate, clear, vertical grain old-growth Alaskan Yellow Cedar or Douglas Fir 2x6 tongue-and-groove milled lumber, likely from a mill in the Pacific Northwest.
2. Paint with appropriate, oil-based paint.
3. Properly seal all external junctions where water could infiltrate.
4. All eighteen windows reconstructed and installed, emulating the original ones in fit and finish.
5. Recommended removal and restoration of both doors with new windows and hardware. Use tempered glass where required for both doors and windows.
6. Both for safety, as well as for an adaptive future reuse, consider bringing electricity to the structure. Even a small, code-compliant electrical box with outlets could provide basic circuits for exterior and interior lighting to both light the structure at night as a display piece, as well as increase safety.

SERIOUS DEFICIENCY

1. Depending on the adaptive future reuse, consider welding the body of the caboose to the trucks so it is firmly fixed in place.
2. Cupola should have proper surface preparation and a new coat of paint. Ideally Epoxy 2K primer topcoated with weather-resistant industrial grade paint.
3. Add gutters if possible to route precipitation away from the walls and base of the structure, which could contribute to degradation over time
4. Reconstruct the catwalk along the roof using applicant's documentation and remaining pieces as templates from it. Wood for the catwalk should be the same

as specified for the other facets of the caboose - correctly cut clear, dense, old-growth, vertical grain Alaskan Yellow Cedar or Douglas Fir.

5. Affix the ladders to the catwalk once it's been reconstructed.

MINOR DEFICIENCY

1. Add landscaping buffer around perimeter to limit erosion and provide context signage.
2. Add gutters to route precipitation away from the walls which could contribute to degradation over time.
3. Media-blast, powder coat, and install the original smokestack in its proper location on the roof.
4. Use the existing step-up ladder as a template, have the other three ladders made to match in original fit and finish.
5. Paint or powder coat all 'grab-irons' and reinstall with proper square head hardware.
6. Source original corner lamps for the caboose and replace with as close to original units as possible.
7. Depending on adaptive future reuse, add gas, water and sewer connections.
8. Design and install interpretive signage for historic education



5.2 PHASING PLAN

Phase 1 (Completed): Relocation, construction of new rail bed, new roof & roof substructure, paint steel components.

Phase 2: Address deficiencies as noted in this report, starting with critical deficiencies in order to maintain safety and ensure the structure doesn't deteriorate further.

5.3 ESTIMATE OF PROBABLE COST OF CONSTRUCTION

Based on recent restoration efforts of comparable historical railcars, a credible estimate for restoring or rebuilding the requested elements of The Louisville Caboose in 2025, as the grant application reflects, is in the \$175-200K range, allocated as shown in the accompanying spreadsheet.

For reference, comparable restoration projects analyzed include:

1. **Salida, Colorado:** The City of Salida restored its historic D&RGW caboose beginning in 2021, with estimated costs around \$175,000 for full restoration, preservation, and interpretation ([Ark Valley Voice](#)).
2. **Windsor, Virginia:** In 2025, Windsor Town Council evaluated moving and restoring a 1927 Norfolk & Western caboose. Initial transport costs were

estimated at \$8,350, and full restoration is expected to exceed \$100,000 ([The Tidewater News](#), [Windsor Weekly](#)).

3. **Billings, Montana:** Billings Depot Caboose - The Montana Department of Commerce awarded \$150,000 through the Montana Historic Preservation Grant program for the restoration of the [Billings Depot caboose](#).

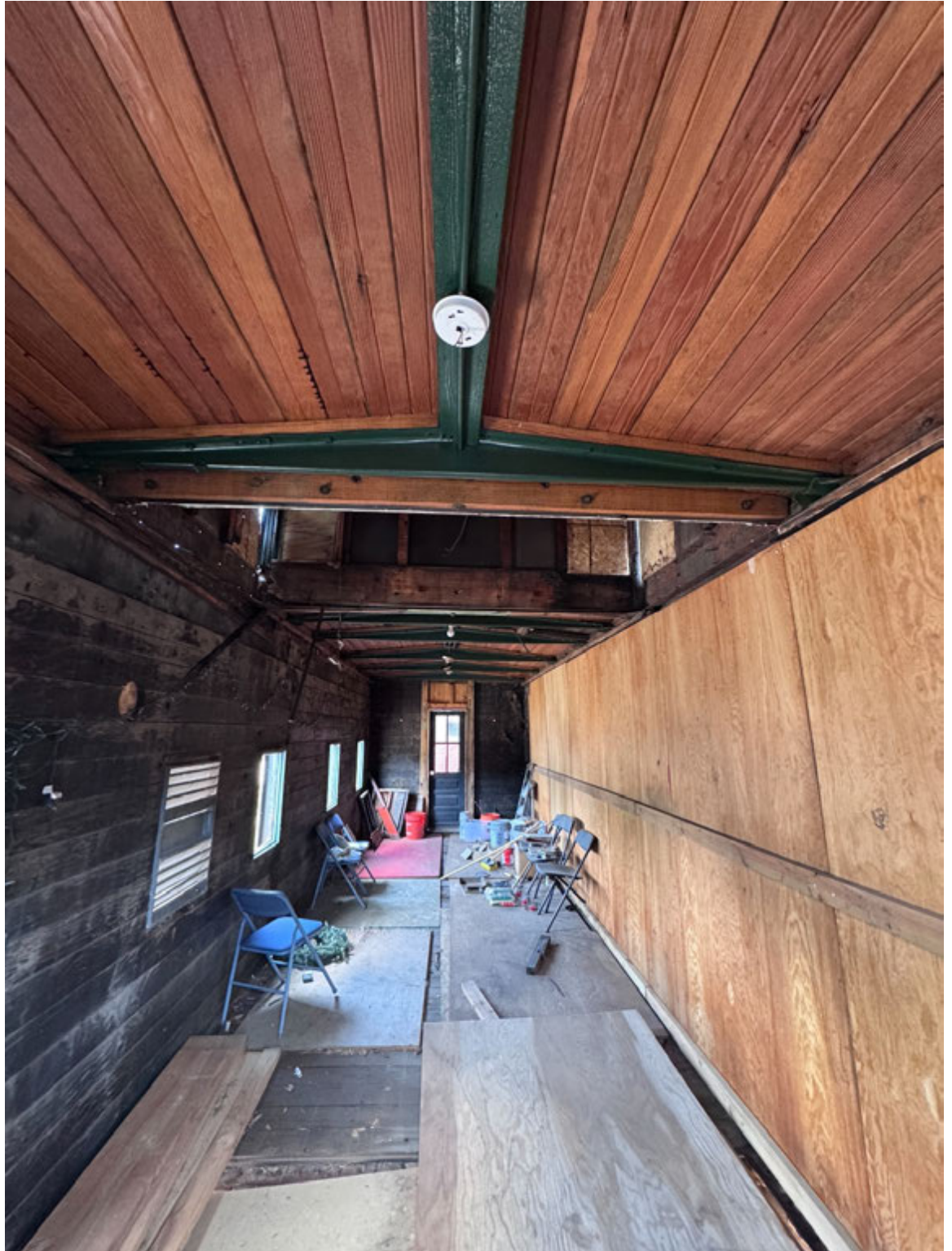
These examples validate the 2025 cost projections for The Louisville Caboose, which reflect rising costs of labor, premium materials (e.g., vertical grain Douglas Fir or Alaskan Yellow Cedar), custom fabrication needs, and public-oriented historical preservation goals.



6.0 PHOTOGRAPHS AND ILLUSTRATIONS



(Ceiling and interior, facing North, on The Louisville Caboose)



(Ceiling and interior, facing North, on The Louisville Caboose)



(Interior shot, southeast wall of The Louisville Caboose)



(Interior shot, Northwest wall of The Louisville Caboose, showing original wood cladding)



(Door on South side of The Louisville Caboose)



(Detail showing welded connection between wheels and train tracks of The Louisville Caboose. Applicant had these pieces laser cut with each his children's initials as shown above)



(Underneath shot of The Louisville Caboose)



(Platform on South side of The Louisville Caboose showing the remnants of the trunk of a tree that had grown around the corner of the caboose while it was at Main St. & South Boulder Rd. location)



(Detail on one of the structural beams on the side of The Louisville Caboose, dated Dec. 23, 1913)



(Detail of 'Bettendorf' trucks under The Louisville Caboose)



(View from south of The Louisville Caboose)

Prepared by DAJ Design | August 2025

End of Report.

1/23/2024

Travis Ramos
721 Pine Needle Lane
Louisville, CO 80027

Re: Probable Cause Determination – the Caboose at 1155 Pine Street

Dear Travis:

At a regular meeting on 12/18/2023, the Historic Preservation Commission (HPC) reviewed the materials you submitted for your application for a finding of Probable Cause for the structure currently located at 1155 Pine Street known as the Caboose (see image included in letter for reference). After deliberation and a review of the criteria found in Louisville Municipal Code (LMC) Section 15.36.050, the HPC voted to find Probable Cause and approve a grant not to exceed \$4,000 to reimburse the costs of a historic structure assessment.

In addition, at a regular meeting on 1/22/2024, the HPC placed the following condition on the finding of Probable Cause:

1. This approval expires on November 27, 2024 or in such case as the Caboose is moved from 1155 Pine Street, whichever occurs first. In either situation, the applicant is required to request another finding of Probable Cause in order to be reimbursed for an HSA.

Please see the Historic Structure Assessment [webpage](#) for more information on next steps to complete the Historic Structure Assessment. The required Scope of Work for assessments is available [here](#). If you select a preservation professional to complete the HSA who is not on the [City's list](#), please send their contact information to me for review and approval before beginning the assessment process.

Please contact me at 303.335.4594 or abrackett@louisvilleco.gov if you have any questions.

Sincerely,

ABH

Amelia Brackett Hogstad
Senior Planner
City of Louisville



Figure 1. Caboose image.

Historic Preservation Commission Meeting Minutes

**Monday, December 18, 2023
City Hall, Council Chambers
749 Main Street
6:30 PM**

Call to Order – 6:30 PM

Roll Call was taken and the following members were present:

Commission Members Present: Lynda Haley, Chair
Christine Burg, Vice Chair
Gary Dunlap
Josh Anderson
Randy Dalia
Keith Keller

Commission Members Absent: Marty Beauchamp

Staff Members Present: Amelia Brackett Hogstad, HPC Planner
Jeff Hirt, Planning Manager

Approval of Agenda

The agenda was approved by voice vote.

Public Comments on Items Not on the Agenda

None were heard.

Public Hearing Items

a) 1155 Pine Probable Cause

Staff Findings:

Brackett Hogstad introduced the presentation for the probable cause hearing. She said that the property had largely retained its original form, though it had received new sidings, windows, and a front porch. The house was around 100 years old, and had retained notable architectural and social significance. She noted its connection to the mining and railroad history of Louisville. It met all required criteria for probable cause.

Staff Recommendation:

Staff recommended a finding of probable cause.

Commissioner Questions of Staff:

None were heard.

Applicant Presentation:

Travis Ramos, resident, showed an overview of the property and its location in Louisville, and some historic photographs. He highlighted the property's connection to Louisville's mining history. He said that the wood from the house's construction was originally stripped from old box cars, which dated back to the 1800s.

Questions of Applicant:

None were heard.

Public Comment:

None were heard.

Commissioner Discussion:

Dunlap noted that it met all of the criteria, and that it seemed like a pretty straightforward decision.

Anderson said that it met the criteria. He noted that though there had been changes to the accessory items on the house, it still met the criteria for a probable cause finding.

Dalia agreed that it met the criteria, and was in support of a probable cause finding.

Dalia moved to approve the finding of probable cause, and was seconded by **Keller**. The motion was adopted by a vote of 6 to 0.

b) Caboose Probable Cause

Staff Findings:

Brackett Hogstad introduced the presentation for the probable cause hearing. She said that the Caboose was currently located at 1155 Pine. She covered some of the history of the Caboose rail car, showed some photographs of it, and discussed its condition. She noted that the box car and rails included on the site were not part of the application as they did not have any evident historical significance to Louisville. The Caboose had previously come before the HPC as a demolition application, as its original site was part of a redevelopment. It was released for demolition in 2014 as it did not retain architectural integrity, though there was no record as to the reasoning of this finding.

Brackett Hogstad said that the car was brought to Louisville in 1972, but its original age was unknown. She said that it met the architectural and social significance criteria due to its unique use as a restaurant on Main Street, but that its condition would require significant restoration.

Staff Recommendation:

Staff recommended a finding of probable cause, with the condition that the approval expire on November 27, 2024 or when the "Caboose" was moved from 1155 Pine, whichever occurred first.

Commissioner Questions of Staff:

Dalia asked whether the box car could come before the Commission in a future application.

Brackett Hogstad suggested that the box car would have a long wait before it was eligible.

Dalia asked whether the \$9,000 grant amount for a commercial building applied here because it was historically used as a restaurant. He asked whether this required it to be used as a commercial building going forward.

Brackett Hogstad said that the difference between the residential and commercial grant amounts were because commercial buildings tended to be much bigger and required more extensive assessments than those for residential buildings. She suggested that there could be reasoning for the Commission to instead issue a \$4,000 residential grant because it was on a residential property. She said that staff recommended the \$9,000 because it was a commercial structure and could be used as such again in the future.

Dalia said he thought the area was residentially zoned.

Brackett Hogstad clarified that the property was part of the Highway 42 redevelopment plan mandatory rezoning area. This meant that any change to the existing structures would trigger a mandatory rezoning on that lot to a commercial mixed use.

Anderson noted that there was some similarity to the transient history of the Joe's Metal Shop structure that was previously before the Commission.

Brackett Hogstad agreed that there were a lot of similarities between the two structures.

Burg noted that the Joe's Metal Shop structure was slated to be included as part of a development across the street from the Caboose.

Applicant Presentation:

Travis Ramos, resident, spoke to the history and significance of the Caboose, and noted that there was a great deal of community support for its preservation.

Questions of Applicant:

Burg asked why the applicant chose this specific location for the Caboose, and how it would potentially tie into the 1155 Pine property.

Ramos said that they chose the site because the Colorado and Southern Railroad ran over it more than a century ago, and they wanted to have some part in recreating it. They felt it would create an epic entry point into downtown Louisville, however the exact plans had not yet been finalized.

Anderson asked whether the applicant had any definitive plans for the Caboose beyond the HSA.

Ramos said that they were constrained financially, and did not currently have the means to make all of the changes they wanted to.

Haley asked about the logistics of making the Caboose habitable and usable again.

Ramos said that it was currently permitted as ornamentation, so they weren't able to consider doing anything further to the Caboose at present. He said that they would like to restore the exterior first, and then consider utility connections.

Haley asked whether the potentially mobile nature of the Caboose was compatible with having fixed plumbing connections.

Ramos said that whilst it was technically movable now, it would have its wheels welded to the tracks in order to make it a fixed structure. He also noted that the Caboose had some vertical and diagonal beams removed when it was converted into a restaurant, but that these were reinstalled before the car was moved to its current location.

Public Comment:

Cody Qualls, resident, said that the Caboose was part of his childhood, and that his family frequented the restaurant. He said that the structure was of historical significance to the City, and noted that it was a legacy of the days before the population boomed. He really appreciated Ramos' plan for restoring the car and making it a landmark for the City.

Michael Deborski, resident, said that he grew up dining at the restaurant, and that his sister was a server there in the 1980s. He appreciated Ramos' dedication to preserving the Caboose, and believed it had great value to the community.

Commissioner Discussion:

Burg noted the long history of structures being moved in Louisville. She said that this was unique because the structure was not owned by the City, and that the City would not have as much control over its future use.

Dunlap said that he appreciated the enthusiasm of the applicant, but that the structure was not something the City typically landmarked. He said that it was, however, something that was part of the history of the City and was worthy of being preserved.

Anderson said that he appreciated the reconnection of the structure with its history, and that it maintained a connection to Louisville's railroad history even though it was not directly apart of it.

Dalia said that he did not have any issue with the Caboose being a structure rather than a building. He said that he was supportive of staff's recommendation that the probable cause finding include an expiry date, however he was unsure whether he would support spending City funds to rehabilitate the car if it were requested in the future.

Burg said that the HSA would do a lot of good, and said that she thought it would be a worthwhile project to fund. She agreed with Dalia, and said that the landmarking of the structure would be determined by the outcome of the HSA.

Haley said that she had some reservations about the application, and noted that she was on the HPC when the Caboose last came before the Commission. She had concern about the car not originally being from Louisville, and that using it to recreate the railroad could have created a sort of false history. She also had concerns about it sitting vacant for a long period of time. There was also some debate as to whether it should be given probable cause as a residential or commercial property.

Dunlap felt that even with those questions outstanding, it would still be worthwhile doing the HSA so that they could understand it better.

Haley questioned whether granting probable cause would implicitly give approval for landmarking.

Dalia asked whether granting probable cause would determine if the Caboose was landmarkable.

Haley said that they weren't explicitly deciding whether to landmark it, but her point was

that the probable cause criteria were nearly identical to the landmarking criteria. Therefore, approval for probable cause could infer likely approval for landmarking.

Brackett Hogstad explained the language in the resolution allowing for a finding of probable cause. She said that the resolution made clear that a finding of probable cause did not mean that the structure would have to be landmarked.

Dalia felt that the Commission would be able to have a better understanding of the Caboose's history after an HSA was conducted, and that this would allow them to determine whether it was landmarkable.

Haley asked Dalia whether he would want to find probable cause as a commercial building.

Dalia thought that a commercial HSA would be more appropriate given it was likely to be used in a mixed development context, and would therefore be more expensive than a residential HSA. He did not see it as a residence.

Haley asked whether a commercial probable cause finding would mean that the structure would later have to be landmarked as a commercial structure.

Brackett Hogstad suggested that the Commission could treat the classification of the grant and any future landmarking application separately, and that they could change their mind on the way they classify it.

Burg said that if the applicant were to request landmarking, she would like to see more public notice provided to allow for a broader discussion in the community as to whether it should be landmarked given the redevelopment going on in the area. She said that she was sensitive to Haley's comments about the potential for the misappropriation of the City's history given the car was not original to the City. She added that she would like to see any future development of the site include information about the history of the location and of the Caboose.

Haley asked what information Commissioners felt the HSA would provide that they did not have then, and how this would alter their position on whether the structure should be landmarked.

Dunlap said that he felt it was pertinent to the history of Louisville, and that he would appreciate the insight into the history of the railroad that the HSA could provide.

Anderson wondered whether the Caboose would have to follow the rules of a residential premises if it were to remain in its current location. His particular concern related to whether 1155 Pine would be locked in as a residential premises if it were found to be historic.

Burg asked whether the property could be split into a residential property and a commercial property.

Brackett Hogstad said that it probably could not be. She added that she did not think that there was anything in the code to require that a landmarked residence remained a residence.

Burg said that she was not sure the structure would require the full \$9,000 grant given its relatively small size.

Anderson suggested that the Commission could approve the \$4,000 amount and ask the applicant to come back if this ended up not being enough.

Brackett Hogstad added that the assessment grant could also be used to assess whether the structure could be moved. She said that the grant could include a condition or expectation that there would be an assessment on the expected cost of rehabilitation.

Haley asked whether they could have commercial and residential structures on the same lot.

Brackett Hogstad clarified that the grant classification did not relate to zoning.

There was further discussion as to whether the Caboose should be classified as residential or commercial for the grant.

Dalia asked whether the Commission could include a condition that the assessment verify the authenticity of the structure. He wondered whether a more in depth historical assessment could help to determine if the structure was eligible to be landmarked.

Brackett Hogstad said yes, the Commission could make a more in depth historical assessment a condition of the grant, but that this would be harder to obtain and was likely to be more expensive for the applicant.

Keller said that he had some concerns about the structural integrity of the Caboose given its construction materials and how long it had sat vacant. He felt that the \$4,000 grant would be more appropriate.

Anderson said that he would be more inclined to approve a \$4,000 grant amount, and then consider increasing it later if the need arose.

Dalia agreed, and said that \$4,000 should be enough to do the job.

Anderson felt that there was merit in pursuing landmarking with the Caboose's current location, but that this would be stronger if it were original to the site.

Dunlap noted that this was fairly common in Louisville.

Burg said she would support a \$4,000 grant with the provision for expanding it if there were hardship, but asked whether it should be issued as a commercial or residential grant.

Dalia suggested that it should be issued as a residential grant given the guidelines.

Anderson and **Keller** agreed.

Motion to approve the finding of probable cause as a residential structure was moved by **Burg** and seconded by **Dalia**. The motion was adopted by a vote of 5 to 1, with **Haley** opposed.

c) 1219 Courtesy Probable Cause (about 1:30:00)

Staff Findings:

Brackett Hogstad introduced the presentation for the probable cause application. She showed some photos of the property from 1962 and the present, and noted that it appeared the form of the structure had not changed. She said that the property was about 65 years old, and though it did not have any architectural significance, it did have significant social ties to the history of Louisville. The property was home to the Old Style Sausage company.

Staff Recommendation:

Staff recommended a finding of probable cause.

Commissioner Questions of Staff:

Dalia asked whether staff considered a more qualified consideration of its environmental significance given its industrial setting.

Brackett Hogstad said that it mirrored the architectural significance question, but

ultimately staff felt the structure lacked the distinguishing characteristics that would contribute to place making; it blended in with its neighbors too well.

Dalia said that he felt the building was a landmark and had some geographic significance.

Applicant Presentation:

Mike Deborski, resident, said that his family bought the property just shy of 50 years ago, and that four generations of his family had worked there. He noted that its previous paint scheme gave it the nickname “the LEGO building”, and that it was a landmark for many longtime residents of the City. He said that his family was proud of long being a significant employer in Louisville.

Questions of Applicant:

Burg asked about the applicant’s future plans for the property.

Deborski said that he would like to be able to expand the offerings of their company, and to potentially open a customer-facing retail section. He noted that they had bought some equipment from Joe’s Market that they were not yet able to utilize.

Public Comment:

Cody Qualls, resident, said that he really appreciated the applicant’s desire to recreate some of the old food products from Joe’s Market, and wanted to see further efforts to preserve the culture of Louisville.

Commissioner Discussion:

Haley said that it was a really interesting structure, and that it was notable it was not located on Main Street. She said it had really strong social history and well represented the shift in Louisville from mining and agriculture into industry. She felt that it was architecturally significant given its context. She noted the likely redevelopment on the Courtesy Road corridor, and thought it would be important to preserve.

Dunlap noted that there was likely to be a lot of change to that part of Louisville, and that this application was a good fit for the Commission.

Dalia said that it met the age and social significance criteria, and whilst he agreed that it was not of architectural significance, it was environmentally significant given its role as a kind of industrial hub. He was in support of probable cause.

Motion to approve the finding of probable cause was moved by **Dunlap** and seconded by **Dalia**. The motion was adopted by a vote of 6 to 0.

d) 1005 La Farge Probable Cause

Staff Findings:

Brackett Hogstad introduced the presentation for the probable cause application. She said that the property was previously landmarked and awarded a grant in 2012, however this did not include funds for an HSA. She noted that they were now eligible for a grant of up to \$4,000 for an assessment. Since the property already met the criteria for landmarking, it also met the criteria for probable cause.

Staff Recommendation:

Staff recommended a finding of probable cause.

Commissioner Questions of Staff:

Dunlap asked whether the assessment would be used to apply for a future grant for preservation work.

Brackett Hogstad said that this was a possible reason to apply, but deferred to the applicant for this case.

Applicant Presentation:

Cody Qualls, resident, said that the property was gifted to him by his father, and was landmarked by his brother in 2012. He noted that there were a number of cracks forming in the house, and that it was in need of some rehabilitation. They wanted to know what potential issues could arise with the structural integrity of the house.

Questions of Applicant:

Haley asked to confirm that the house had previously received a grant.

Brackett Hogstad said that staff had checked that an assessment was not part of the previous grant.

Dalia asked to confirm whether the grant would just be for the assessment and not for any remediation.

Brackett Hogstad said yes.

Dalia asked whether the grants were taxable.

Brackett Hogstad said that they were.

Dalia said that he wanted to make sure the applicant was aware of this.

Qualls said that he did not know that, and he appreciated the comment from Dalia.

Burg noted that the applicant could decline the grant after the Commission approved it if this was an issue.

Public Comment:

None were heard.

Commissioner Discussion:

Burg said that the City already had a commitment to the house given that it was landmarked, so it was important that they provide the grant so that the applicant can maintain the structure as needed. She was in support.

Haley agreed and said that it was a pretty straightforward decision given that it met all of the criteria. She was in support.

Motion to approve the finding of probable cause was moved by **Dalia** and seconded by **Dunlap**. The motion was adopted by a vote of 6 to 0.

Work Plan and Subcommittee Updates

Brackett Hogstad provided an update and reflection on what the Commission had done over the course of 2023. She also outlined their goals for 2024, including the work plan and review of the Downtown Vision Plan, Louisville Comprehensive Plan, and Old Town

Overlay.

Updates from Commission Members

Dunlap noted the development progress that had been happening in Louisville, and said he was excited for the year ahead.

The Commission adjourned at 8:39pm.

**RESOLUTION NO. 7
SERIES 2025**

**A RESOLUTION MAKING FINDINGS AND RECOMMENDATIONS REGARDING THE
LANDMARK DESIGNATION FOR A HISTORICAL COMMERCIAL PROPERTY
LOCATED AT 1155 PINE STREET.**

WHEREAS, there has been submitted to the Louisville Historic Preservation Commission (HPC) an application requesting a landmark eligibility determination for a historical property located at 1155 Pine Street, legally described as TR 696 8-1S-69, City of Louisville, State of Colorado; and

WHEREAS, the HPC have reviewed the application and found it to be in compliance with Chapter 15.36 of the Louisville Municipal Code, including Section 15.36.050.A, establishing criteria for landmark designation; and

WHEREAS, the HPC has held a properly noticed public hearing on the proposed landmark application; and

WHEREAS, 1155 Pine Street (the Miner's Mansion) has social significance because it exemplifies the cultural, political, economic, or social heritage of the community considering its association with various Louisville families and Louisville's cultural heritage; and

WHEREAS, the property has architectural significance because it has architectural integrity that is representative of the built environment in 1900s Louisville; and

WHEREAS, the HPC finds that these and other characteristics specific to the Miners Mansion have social and architectural significance as described in Section 15.36.050.A of the Louisville Municipal Code; and

NOW, THEREFORE, BE IT RESOLVED BY THE HISTORIC PRESERVATION COMMISSION OF THE CITY OF LOUISVILLE, COLORADO:

1. The application to landmark the property at 1155 Pine Street be approved for the following reasons:
 - a. Architectural integrity has been largely maintained over time.
 - b. Association with Louisville's heritage.
2. The Historic Preservation Commission recommends the City Council approve the landmark incentive grant in the amount of \$50,000.
3. With the amendment that the structure be named the Miner's Mansion.

PASSED AND ADOPTED this 15th day of September, 2025.

Lynda Haley, Chairperson

**RESOLUTION NO. 8
SERIES 2025**

**A RESOLUTION APPROVING OF AN ALTERATION CERTIFICATE FOR THE MINERS
MANSION LOCATED AT 1155 PINE STREET FOR EXTERIOR ALTERATIONS.**

WHEREAS, there has been submitted to the Louisville Historic Preservation Commission (HPC) an application requesting an alteration certificate for a historic residential structure located at 1155 Pine Street, on property legally described as TR 696 8-1S-69, City of Louisville, State of Colorado; and

WHEREAS, the City Staff and the HPC have reviewed the application and found it to be in compliance with Chapter 15.36 of the Louisville Municipal Code, including Section 15.36.120, establishing criteria for alteration certificates; and

WHEREAS, the HPC held a properly noticed public hearing on the proposed alteration certificate on September 15, 2025, where evidence and testimony were entered into the record, including findings in the Louisville Historic Preservation Commission Staff Report.

**NOW, THEREFORE, BE IT RESOLVED THAT THE HISTORIC PRESERVATION
COMMISSION OF THE CITY OF LOUISVILLE, COLORADO:**

Does hereby recommend approval to City Council of the application for an alteration certificate for the Miner's Mansion with the following condition(s):

1. The historic windows opening size and location on the front façade shall be maintained.

PASSED AND ADOPTED this 15th day of September, 2025.

Lynda Haley, Chairperson

**RESOLUTION NO. 9
SERIES 2025**

**A RESOLUTION MAKING FINDINGS AND RECOMMENDATIONS REGARDING A
RESTORATION AND REHABILITATION GRANT AND NEW CONSTRUCTION GRANT
FOR THE MINERS MANSION LOCATED AT 1155 PINE STREET.**

WHEREAS, there has been submitted to the Louisville Historic Preservation Commission (HPC) an application requesting a restoration and rehabilitation grant for the Miners Mansion, a historic commercial structure located at 1155 Pine Street on property legally described as TR 696 8-1S-69, City of Louisville, State of Colorado; and

WHEREAS, the City Staff and the HPC have reviewed the application and found it to be in compliance with Section 3.20.605.D and Section 15.36.120 of the Louisville Municipal Code; and

WHEREAS, the HPC has held a properly noticed public hearing on the restoration and rehabilitation and new construction grants; and

WHEREAS, the restoration and rehabilitation work being requested includes making repairs to the existing structure; and

WHEREAS, the new construction grant being requested includes attaching an addition to the historic home; and

WHEREAS, the Historic Preservation Commission finds these proposed improvements will assist in the restoration, rehabilitation, and future use of the Miners Mansion, which is to be landmarked by the City;

**NOW, THEREFORE, BE IT RESOLVED BY THE HISTORIC PRESERVATION
COMMISSION OF THE CITY OF LOUISVILLE, COLORADO:**

Does hereby recommend approval to City Council of the restoration and rehabilitation and new construction grant applications for the Miner's Mansion in the amount of **\$225,000.00** for work as described in the attached Exhibits A & B and with the following condition(s):

1. All reimbursements for the restoration and rehabilitation grant shall only be for the Miner's Mansion building and ground directly beneath it.

PASSED AND ADOPTED this 15th day of September, 2025.

Lynda Haley, Chairperson

EXHIBIT A

Description	Amount	Is it preservation, restoration, or rehabilitation, and qualifying work in the HSA?
<u>Demolition</u>	\$9,000	○ Restoration ○ Proposal is in HSA and is qualifying work. ○ Addition is not historic. ○ Staff find the requested amount to be adequate based on size of addition.
<u>Site Grading & Drainage</u>	\$8,488*	○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ Staff find the requested amount to be higher than other properties of similar sizes. *Grading and drainage work should only be for the historic home and no other structures on the property.
<u>Excavation & Foundation</u>	\$57,688*	○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ The requested funding should not include foundation for anything other than rehabilitation for the historic home. ○ Revised amount reflects a lower cost estimate of excavation and foundation for just the Mansion. *Excavation and foundation work will only be reimbursed for the Miner's Mansion and no other structures.
<u>Floor Framing</u>	\$29,250*	○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ Staff find the requested amount to be high based on the size of the building. * Floor framing will only be reimbursed for Miner's Mansion and no other structures.
<u>Wall & Roof Framing</u>	\$8,688	○ Restoration and Rehabilitation ○ Proposal is in HSA and is qualifying work.
<u>Exterior Envelope</u>	\$13,938	○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ Recommended matching amount is based on the applicant's cost estimate for items that do not meet extraordinary circumstances criteria.
<u>Roofing & Waterproofing</u>	\$7,375	○ Rehabilitation ○ Proposal is in HSA and is qualifying work. ○ Recommended matching amount is based on the applicant's cost estimate for items that do not meet extraordinary circumstances criteria.
<u>Windows & Doors</u>	\$24,063	○ Restoration ○ Proposal is in HSA and is qualifying work. ○ Recommended matching amount is based on the applicant's cost estimate for items that do not meet extraordinary circumstances criteria.
<u>Insulation & Drywall</u>	\$15,688	○ Rehabilitation ○ Proposal is in HSA and is qualifying work.
Total Requested	\$194,178	
Total Recommended	\$150,000	

EXHIBIT B

Description	Amount	Analysis
New Construction Grant – for the Haven house work and relocation	\$75,000	Grant must meet the criteria in Resolution 17 Series 2019, Section 11.
Total Recommended	\$75,000	