



**LOVELAND PLANNING COMMISSION MEETING
AGENDA**

**Monday, June 23, 2014
500 E. 3rd Street – Council Chambers
Loveland, CO 80537**

THE CITY OF LOVELAND DOES NOT DISCRIMINATE ON THE BASIS OF DISABILITY, RACE, CREED, COLOR, GENDER, SEXUAL ORIENTATION, RELIGION, AGE, NATIONAL ORIGIN OR ANCESTRY IN THE PROVISION OF SERVICES. FOR DISABLED PERSONS NEEDING REASONABLE ACCOMODATIONS TO ATTEND OR PARTICIPATE IN A CITY SERVICE OR PROGRAM, CALL 962-2523 OR TDD 962-2620 AS FAR IN ADVANCE AS POSSIBLE.

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. REPORTS:

a. Citizen Reports

This is time for citizens to address the Commission on matters not on the published agenda.

b. Staff Matters

c. Committee Reports

d. Commission Comments

IV. APPROVAL OF MINUTES

Review and approval of the June 9, 2014 Meeting minutes

V. CONSENT AGENDA

No Consent Agenda items are scheduled.

VI. REGULAR AGENDA:

1. Loveland – Eisenhower Investments: Master Plan Amendment

This is public hearing to consider an amendment to a Concept Master Plan for a 58.8-acre site located on the north side of Eisenhower Boulevard to the east of Denver Avenue and to the west of Sculptor Drive. The amendment proposes to allow the development of up to 240-368 apartment units on this site as part of a mixed-use development. The original Master Plan for the property was approved in 2009 and did not identify residential development among the contemplated uses. Review of this application requires quasi-judicial action by the Planning Commission. The Commission's responsibility is to forward a recommendation to the City Council for final action.

VII. ADJOURNMENT

**CITY OF LOVELAND
PLANNING COMMISSION MINUTES
June 9, 2014**

A meeting of the City of Loveland Planning Commission was held in the City Council Chambers on June 9, 2014 at 6:30 p.m. Members present: Vice Chair Crescibene and Commissioners Middleton, Dowding, Forrest, Ray, and Jersvig. Members absent: Chair Meyers and Commissioners Prior, and Molloy. City Staff present: Bob Paulsen, Current Planning Manager; Sharon Citino, Assistant City Attorney.

These minutes are a general summary of the meeting. For more detailed information, audio and videotapes of the meeting are available for review in the Community Services office.

CITIZEN REPORTS

There were no citizen reports.

STAFF MATTERS

1. **Mr. Bob Paulsen, Current Planning Manager**, shared with the commissioners that the next several meetings will have items on the agendas, with the next meeting being held on June 23rd.
2. **Mr. Paulsen** thanked **Commissioners Jersvig, Forrest, and Middleton** for attending the new commissioner training prior to tonight's meeting.

COMMITTEE REPORTS

There were no committee reports.

COMMISSIONER COMMENTS

Commissioner Dowding, Hearing Officer for the Zoning Board of Adjustment briefly commented on the May 28, 2014 hearing for 1119 Cynthia Court Variance, stating that it went well.

APPROVAL OF THE MINUTES

Commissioner Ray made a motion to approve the May 12, 2014 minutes; upon a second from **Commissioner Middleton**, the minutes were approved with 5 ayes and one abstention.

CONSENT AGENDA

1. Vacation of Easements: **Vice Chair Crescibene** read the following consent item: This is a public hearing item on legislative matter. The application is for the vacation (voiding) of two public access easements located on property at 4032 Medford Drive. The applicant is Industrial Piping Specialist, Inc. The subject property is associated with a pending subdivision and development application that is currently under review by the City. The easements to be vacated are obsolete based on proposed development plans; the access easements would be replaced by easements that will better serve the development. Staff is recommending that the Commission recommend approval of the easement vacations to City Council. **Commissioner Ray** made a motion to approve the consent agenda item; upon a second from **Commissioner Dowding**, the motion was unanimously approved.

REGULAR AGENDA

- 1. Parks and Recreation Master Plan: Mr. Karl Barton, Senior Planner,** addressed the commission and explained that the Parks and Recreation Master Plan is a functional element of the 2005 Comprehensive Plan due to the nature of the relationship that parks and open lands have with land use planning.

Mr. Gary Havener, Parks & Recreation Director, introduced **Ms. Cindy Mendoza, Senior Project Planner** with **MIG,** the consulting company which prepared the Master Plan on behalf of the City. He also introduced Parks Staff that were instrumental in preparing the plan: **Ms. Marilyn Hilgenburg, Administrative Business Manager; Mr. Keven Aggers, Recreation Manager;** and **Ms. Janet Meisel-Burns, Senior Parks Planner.**

Ms. Mendoza gave the Commissioners background information on MIG's experience specializing in master, comprehensive, and strategic planning. She explained they have customized this plan for Loveland and the plan emphasizes elements that are consistent with the 2005 Comprehensive Plan, dovetailing with the existing guidelines and goals. The Plan covers short term, as well as long term, implementation of projects. It has been presented for public review, the Parks & Recreation Board, and the City Management Team. Public review involved random surveys, stakeholder group meetings, and information provided by the Planning Department.

Updates to the plan include the provision of park land to ensure the level of service meets community needs, types of opportunities residents need most and the level of use they will receive, while keeping in mind the city alone can't meet all the recreation needs of the residents.

The Plan addresses the protection of sensitive lands with newly set priorities for Open Lands, focusing acquisition within the growth management areas. The Plan recommends taking advantage of unique opportunities and making them more accessible for residents. Specialized facility development will be reviewed by conducting a market analysis and a feasibility study.

This is an integrated plan that will continue to build on synergies with recreational activities, parks, golf courses, trails, and open lands.

Commissioners expressed their thanks to the Parks and Recreation Department for the plan and appreciation for the park facilities in Loveland.

Commissioner Middleton asked for clarification regarding where the funding will come from. **Ms. Mendoza** stated funding will come from the existing funding sources and Larimer County sales tax for open lands. **Commissioner Middleton** also asked, "What is the plan in case of a worst-case scenario, for example, how would more possible flooding affect the plan?" **Ms. Mendoza** explained the plan is a living document and sets guidelines per capita recognizing that plans may be changed over time. **Mr. Havener** also explained that each year priorities are matched with available funding.

Commissioner Ray commented that he felt the need for a section that showed a strategy for each existing park. He is also concerned about the requirements for inter-connective trail ways from developments with HOAs to pay for the trails. **Ms. Mendoza** addressed

his question stating that HOAs often provide increased recreational opportunities. The HOA may be providing trails and may want to connect to the public trail system. **Commissioner Ray** stated that the planning applicants are receiving comments that require them to provide maintenance for the trail easements and an inter-connective trail. **Ms. Meisel-Burns** responded that the City code 16.24.130 requires that HOA provide connectivity to the trails, explaining that CEF's pay for the primary ten foot wide portion of the trail and the city maintains it. It is all negotiated with the developer that the pieces that connect to the primary trail are paid for by the development. **Commissioner Ray** agreed that the code does require an easement but not that the HOA has to pay for it. **Ms. Meisel-Burns** gave an example of how the City partners with an HOA to maintain the trail; Hunter's Run shows how the City would maintain the trail and the HOA would maintain the landscaping that is adjacent to the trail. **Commissioner Ray** commented that he would like to dedicate all trails as public easements so there is no argument over who maintains the main trail and that he will pull any requirements that show an HOA has to pay for primary parts of the trail.

Commissioner Forrest inquired about possible CDOT funding when there are sections of trail. **Mr. Havener** explained that the state lottery pays first and that most all of the capital expenditures don't come from the General Fund. Operation and maintenance comes from the General Fund. He also addressed the concern regarding the trail maintenance in HOA developments, stating the City doesn't maintain private property due to liability issues; once a place becomes a dedicated public place then they would take over the maintenance.

Commissioner Middleton is concerned how a natural disaster would affect funding. **Mr. Havener** responded that parks have not been at the top of the priority list. If you get the property, then you can lock in the project, but he has seen a lot of plans change because they listen to what the community wants and make the changes. An example of a changing trend is the increased requests for more dog parks.

Commissioner Crescibene asked about where the funding came from for the flood recovery for the parks. **Mr. Havener** explained that first the City's Insurance covers what is insured then FEMA: Federal Emergency Management Agency and CIRSA: Colorado Intergovernmental Risk Sharing Agency.

Commissioner Dowding appreciates the standards and implementation. She questioned the Intergovernmental Agreement (IGA) with the school district and how the funds flow. **Mr. Aggers** explained that the IGA calls for co-use of the facilities at little or no cost, although for some things the going rate is paid and each will charge for staff if that is a necessity. **Commissioner Dowding** commented that a breakdown on the status of each park and location would be good. **Ms. Mendoza** replied that MIG conducted a park analysis which is not included in the plan however the information is available to the Parks Department. It was noted that Appendix A includes site by site information for each park, open lands, and public grounds that the City maintains. **Commissioner Dowding** asked if the Mehaffey Park would be completed in stages. **Mr. Havener** answered her question stating that the Parks Department would be able to do the entire master plan for the park, the funding is available. **Commissioner Dowding** asked about any outstanding deferred maintenance on any facilities. **Mr. Havener** stated that deferred maintenance is handled on a case by case basis. If there is an emergency or

vandalism it is just taken care of, although some of the parks are behind on maintenance such as making them ADA accessible.

Commissioner Forrest asked about xeriscaping requirements. **Ms. Meisel-Burns** addressed the question and stated that the City code does have low water usage requirements for HOAs. Mehaffey Park is an example of implementation of dramatic xeriscaping. It will be a new look for a park in the city.

Commissioner Jersvig wondered about the funding for a new recreation center questioning if it could be multiple smaller facilities instead of one large facility. **Ms. Mendoza** stated that it was called out separately on the spreadsheet because of the cost of a large scale rec center. Most likely it would be one large multi-purpose and aquatic center combination because it is more cost effective to manage and maintain.

Commissioner Jersvig asked about the definition for cultural resource protection. **Ms. Mendoza** stated that it specifically includes protecting open lands, with priority to historical lands not structures. It is not meant to be a specific reference to a specific site.

Vice Chair Crescibene asked if the new recreation center would be as large as the Chilson Center. **Ms. Mendoza** explained that the size and the amenities included will depend on what the needs are in an analysis through surveys and community meetings. Surveys will begin at the planning stage. **Mr. Aggers** informed the commissioners that the Chilson Center is at or very near capacity explaining that within the next 5-10 years capacity will be an issue.

Commissioner Jersvig doesn't see a lot for teens to do that doesn't require a lot of money and wondered if the answer is having many smaller centers spread around the city in addition to a large center. **Mr. Aggers** agreed and stated the feasibility study will help answer the question, "What are the needs of the community and how do we go about meeting them?" The demographics of the Chilson show a variety of ages, but especially baby boomers that are exercising instead of playing Bingo, etc. One recommendation is to build another rec center on the north side of town.

Mr. Paulsen took a moment to mention that there will be future meetings that will cover landscaping adjustments to the zoning code and water provisions for xeric plantings. He also addressed **Commissioner Ray's** concerns regarding the trails and the need to clarify it from a staff perspective. He indicated that he would follow up to provide clarification and to hear the Commissions thoughts regarding the issue.

Vice Chair Crescibene opened the public hearing.

Seeing no citizen comments the public hearing was closed.

Commissioner Ray read the Staff Recommended motion:

Move to make the findings listed in Section V. of the Planning Commission Staff Report dated June 9, 2014, and, based on those findings, recommend that City Council approve the amendment to the 2005 Comprehensive Master Plan by addition of the functional plan element known as the 2014 Parks and Recreation Master Plan.

Upon a second by **Commissioner Forrest**, the motion was unanimously approved.

ADJOURNMENT

Commissioner Middleton made a motion to adjourn. Upon a second by **Commissioner Ray**, the motion was unanimously adopted.

Approved by: _____
Buddy Meyers, Planning Commission Chair

Beverly Walker, Planning Commission Secretary



Planning Commission Staff Report

June 23, 2014

Agenda #: Regular Agenda - 2
Title: Loveland Eisenhower 1st Subdivision
Applicant: Loveland Eisenhower Investments, Corp.
Request: MAC Concept Master Plan – Amendment #1
Location: along the north side of East Eisenhower Boulevard, between North Denver Avenue and the northerly extension of Sculptor Drive
Existing Zoning: MAC – Mixed-Use Activity Center
Proposed Zoning: No change
Staff Planner: Brian Burson

Staff Recommendation:

Subject to additional evidence presented at the public hearing, City staff recommends the following motion:

Recommended Motions:

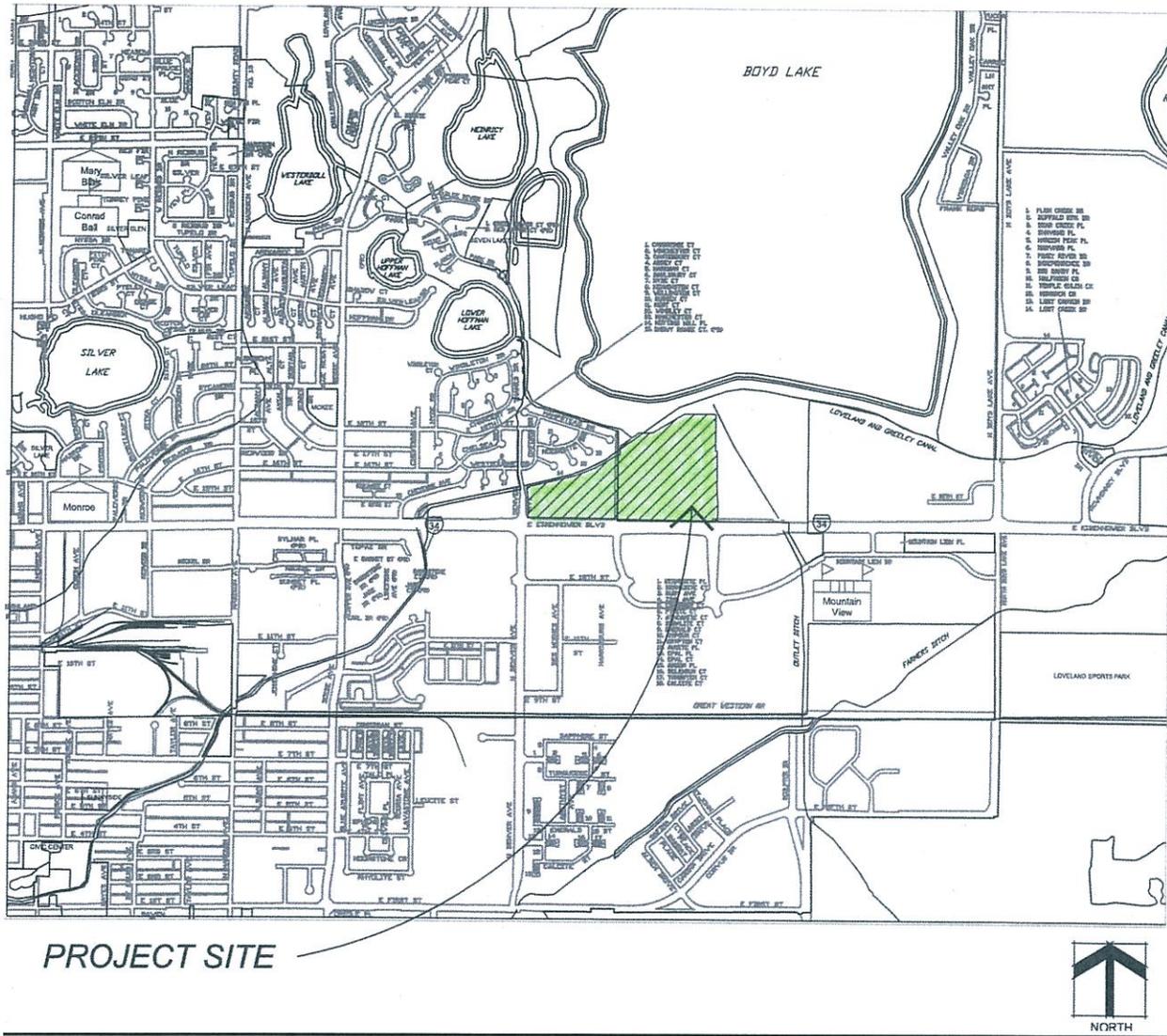
“Move to make the findings listed in Section VIII. of this report dated June 23, 2014; and, based on those findings, recommend that MAC Concept Master Plan – Amendment #1 be approved for Loveland Eisenhower 1st Subdivision.”

Summary of Analysis:

This is a public hearing to consider an amendment to the MAC Concept Master Plan for the Loveland Eisenhower 1st Subdivision, consisting of 58.8 acres of vacant land along the north side of East Eisenhower Boulevard between Denver Avenue and Sculptor Drive. The amendment would allow the development of 240-368 apartment units in the northeast portion of the site. While dwelling units are allowed within the MAC Zone, the originally approved Concept Master Plan, approved in 2009, did not identify residential development among the mix of uses planned for the site. The very low vacancy/availability rate for multi-family housing in Loveland, as well as market conditions and funding sources has prompted the Applicant to seek approval for this additional use in the development.

Staff supports the requested amendment because the amended plan would still provide the same minimum proportion of land area and floor area to be developed for primary workplace uses; and because the impacts to City facilities, other approved uses in the site, the neighborhood, and the general public would not increase.

I. VICINITY MAP:



II. SUMMARY:

This is a public hearing to consider an amendment to the MAC Concept Master Plan for the Loveland Eisenhower 1st Subdivision. The amendment would allow development of 240-368 apartment units in the northeast portions of the site as an additional “non-primary workplace use” in the development. (The amended portions of the text are indicated in highlight.) The Concept Master Plan must designate the areas that will be developed with each of the two categories of “primary workplace uses” and “non-primary workplace uses”, and provide development standards that would be implemented for all the uses allowed. The amended plan includes all of these provisions.

The original Concept Master Plan for the site was approved in 2010, at the time of annexation of Loveland Eisenhower Addition (the eastern portion of the site). Under the policies of the City's Comprehensive Plan, as applied to this site, the Concept Master Plan must stipulate the areas of the site that will be devoted to primary workplace uses and non- primary workplace uses. Multi-family dwellings is a non- primary workplace use allowed in the both the MAC and E zone districts, but the original Concept Master Plan approved did not include this as a proposed use.

Since approval of the original plan, the Applicant has been unsuccessful in marketing the property. The Applicant believes this is largely due to the major upfront costs for installing the Phase 1 utility and street improvements necessary to allow any first user to develop on the site. It is believed that there is strong market interest for development of multi-family units on a portion of the site. This is seen as a potential source of funding of Phase 1 improvements which would lead to the increased likelihood for development of other uses already allowed. The very low vacancy/availability rate for multi-family housing in Loveland, as well as other market conditions and funding sources has prompted the Applicant to seek approval for this additional use in the development. These factors are documented by the Market Analysis prepared by King & Associates, Inc. (See **Attachment #4.**)

At the time of annexation of Loveland Eisenhower Addition, the City and the Applicant worked together to determine the uses, the land areas and the shared design elements that would be used for development of the site. The approved plan implemented the recommendations of the Comprehensive Plan satisfactorily for combined land use categories of CC-Corridor Commercial and E-Employment. The City subsequently approved the Loveland Eisenhower 1st Subdivision to consolidate the site into a single platted property and create tracts that match the boundaries of the sub-areas in the Concept Master Plan. The approved plan provides the minimum land area and floor area to satisfy the City's goals for Employment under the stipulated provision that 60 per cent of the site will be devoted to "primary workplace uses" while allowing 40 per cent to be used for "non-primary workplace uses". City policies and codes do not define the terms "primary workplace uses" and "non-primary workplace uses". However, "primary workplace uses" are described as uses such as office, research or light industrial. "Non-primary workplace uses" are those that "complement and support" the primary workplace uses, and include uses such as hotels, retail, convenience and service uses, restaurants, child-care, housing and other uses. The distinction might best be described by the following question: "Do most people who come there come because they work there ("primary workplace uses"), or do they come to acquire goods and services offered at the consumer level "non-primary workplace uses"?"

The original Concept Master Plan shows a base land use pattern for locating the various land uses, and augments this with three alternative scenarios that could also be allowed, subject to the same overriding requirements for shared design and the 60/40 proportion of pertinent land area. The amended plan adds two additional alternatives which would allow apartments in northeasterly portions of the site. For the originally approved plan, as well as the amended plan, it is essential to note the following:

- the 60/40 ratio of land use categories was only applied to the eastern portion of the site – that part that was recommended for Employment uses.

- the western portion of the site, which was recommended for Corridor Commercial uses, was not subject to the 60/40 ratio, therefore more than 40 % of the total site is allowed to have non-primary workplace uses.
- to assure that the pertinent 60/40 ratio is met for the pertinent proportion of the development, the plan specifically states that a minimum of 23.9 acres of land with a minimum of 300,000 sq. ft. of floor area will be developed for primary workplace uses.
- all of the development scenarios are very conceptual and are not intended to actually show proposed development designs. They only depict that there is generally sufficient land area to develop the land area, floor area, parking, circulation, and open space to accommodate the totals and sub-totals allowed.
- none of the development alternatives are based on locating all of the primary workplace uses in the eastern portion of the property, based on the strict application of the Comp Plan. They are instead located throughout the site, indicated by the color code along the right hand margin of the sheets.
- some of the development scenarios do not necessary fit in the existing boundaries of platted tracts. Once development of specific uses and locations is identified, the properties may have to be re-platted to accommodate the perimeters of the developments. However, under shared parking arrangements, development perimeters may still not exactly follow lot lines.

The analysis provided above has prompted staff to fully support the proposed amendment. This will place a long-term burden on the underlying master developer, as well as the City, to track this data consistently and accurately to assure fulfillment of this goal.

Planning Commission's role is quasi-judicial, which means their consideration and recommendation is to be made on the basis of adopted policies, codes and standards as they apply to this property, and the specific information submitted by the Applicant and/or presented at the hearing by all parties. Planning Commission must evaluate whether the application meets the appropriate criteria/findings and forward their recommendations to the City Council for a subsequent public hearing and final decision, currently scheduled for August 5, 2014. The appropriate criteria/findings, along with staff analyses, are provided below in Section VIII. of this staff report.

III. KEY ISSUES:

Key issues for this project are:

- the amount of land to be devoted to multi-family development,
- the proportion of land to be developed for both primary workplace uses and non- primary workplace uses,

- assuring that the location, orientation, and internal connections of the multi-family areas are appropriate for the site,
- assuring that necessary utility and street improvements will be adequate and available to meet the City standards

IV. ATTACHMENTS:

1. Project Narrative and Justification
2. Applicant's proposed findings
3. Applicant's Pro Forma
4. Executive Summary of Market Analysis prepared by King & Associates, Inc.
5. TIS Memo for Alternative 5 (aka 5A)
6. TIS Memo for Alternative 6 (aka 5B)
7. Assessment of Infrastructure Adequacy, prepared by Owen Consulting Group, Inc.
8. Concept Plan Amendment Land Use Study, prepared by TFG Design.
9. Loveland Eisenhower MAC Concept Master Plan – Amendment #1 (Amended portions of the text are indicated in highlight.)
10. Loveland Eisenhower 1st Subdivision (for information purposes only)

V. SITE DATA:

ACREAGE OF SITE (GROSS ACRES).....	58.8 ACRES
COMP PLAN DESIGNATION.....	CC – CORRIDOR COMMERCIAL & E –EMPLOYMENT
EXISTING ZONING	MAC-MIXED USE ACTIVITY CENTER
EXISTING USE.....	VACANT/SEASONAL RETAIL
PROPOSED USE	MIXED USE ACTIVITY CENTER
NUMBER OF DWELLING UNITS PROPOSED	248-368 DU
GROSS DENSITY (DU/A)	16 DU/AC
NET DENSITY (DU/A)	NA
EXISTING ADJACENT ZONING AND USE - NORTH	R1-UD; SF RES/LARIMER COUNTY FA- FARMING; BOYD LAKE & GREELEY WATER TREATMENT PLANT
EXISTING ADJACENT ZONING AND USE - EAST	LARIMER COUNTY C-COMMERCIAL; AG & GREELEY WATER TREATMENT PLANT
EXISTING ADJACENT ZONING AND USE - SOUTH.....	B-DEVELOPING BUSINESS/P-59; BUSINESS & COMMERCIAL
EXISTING ADJACENT ZONING AND USE - WEST	P-70; RETAIL & COMMERCIAL
UTILITY SERVICE PROVIDER - SEWER.....	CITY OF LOVELAND
UTILITY SERVICE PROVIDER - ELECTRIC	CITY OF LOVELAND
UTILITY SERVICE PROVIDER - WATER.....	CITY OF LOVELAND

VI. BACKGROUND:

5/15/84 – approval of Allendale Plaza Addition (western portion of the property - west of Mountain Lion Drive extension). The property was originally zoned R3 and DR.

4/11/2001 – approval of Allendale Plaza 3rd Subdivision to create lots, streets and easements for development of multi-family dwellings.

4/16/2001 – Approval of Final Development Plan for Stone Meadows PUD to allow development of 252 multi-family units in Allendale Plaza 3rd Subdivision.

7/31/2003 – Approval of Final Development Plan Amendment #1 to allow development of 276 multi-family units in Allendale Plaza 3rd Subdivision, and amending the name to Mountain View Apartments PUD.

10/14/2003 – approval of Allendale 5th Subdivision to relocate platted building envelopes to match the amended FDP plan.

4/20/2010 – Approval of Loveland Eisenhower Addition (eastern portion of the property - east of Mountain Lion Drive extension), accompanying Loveland Eisenhower MAC Concept Master Plan (for the entire development site), and extensive annexation agreement.

8/5/2011 – Approval of Loveland Eisenhower 1st Subdivision to incorporate all of the development into a unified subdivision and to create initial tracts for sale of individual portions to potential developers.

VII. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION:

A. Notification: An affidavit was received from TFG Design certifying that notice of this hearing was mailed to all owners of property within 1,200 feet of the site, and that notices were posted in prominent locations on the perimeter of the project site at least 15 days prior to the date of the Planning Commission hearing. A notice was also published in the Reporter Herald on June 7, 2014. All notices stated that a public hearing would be held by the Planning Commission on June 23, 2014 at 6:30 pm.

B. Neighborhood Response: A noticed neighborhood meeting was held at 6:30 pm on May 22, 2014 in the City Council Meeting Room. Twenty-three persons attended the meeting, along with City staff and the Applicant team. The concerns and question expressed by the neighborhood at the meeting, and responses provided included the following:

- How can traffic impacts decrease when revising from commercial uses to residential uses?

Response: The TIS was prepared by a professional traffic engineer. The results are based on nationwide studies by professional traffic engineers, and this is consistently shown by such studies.

- What building heights are proposed?

Response: Non-residential buildings will be 2-story, and multi-family will be 3-story.

- Where are the access points to the development and how will access and circulation affect Denver Avenue and the neighborhood to the north?

Response: Primary access points are at Mountain Lion Drive and Sculptor Drive. The access to Denver is minor and is deliberately shown on the Concept Master Plan as a circuitous path through the parking lots to discourage access to/from Denver Ave.

- What are the time-lines for the development?

Response: Residential is likely to begin soon after approval of plans by the City. Non-residential will be market-driven and is unknown.

- Will traffic lights be installed at Mountain Lion Drive and Hwy 34?

Response: No. This will be limited access.

- What prices are anticipated for the apartments?

Response: Currently anticipated to be approx. \$ 1100 – \$1200 per month

- Is there any potential for oil and gas extraction on the site?

Response: The applicant does not believe there are any gas or oil reserves underlying the site.

- Would the City install traffic calming measures on Denver Ave north of the site and/or along E. 18th Street?

Response: This can be considered by the City upon request, but no plans to do so are part of this development.

- Will the City Trail crossing of Denver Avenue be signalized?

Response: Yes. This is shown the approved Public Improvements Construction Plans for the development.

- Does the Denver access line with the access across the street for 34 Marketplace?

Response: Yes. This is a City requirement, and is another reason to keep the Denver Ave. access to a minor access.

- What will site work construction hours be?

Response: As allowed by City code.

- What kind of commercial uses have inquired about development?

Response: General and typical uses such as retail, restaurants, offices, etc., but no major/high volume employers

- Will there be any subsequent opportunities for neighborhood input?

Response: Planning Commission and City Council hearings will be scheduled soon and subsequent notice will be provided.

The meeting was adjourned at approximately 7:40 pm.

VIII. FINDINGS AND ANALYSIS

In this section of the report, applicable findings are recommended in italic print, followed by staff analysis as to whether the findings can be met by the submitted application. The consideration and action of the Planning Commission should focus on these findings as being the appropriate basis for their action.

***Finding 1.** Development of the property pursuant to any of the uses permitted by right under the zoning district, and as proposed in the plan, would result in development that is consistent with relevant policies contained in Section 4.0 of the 2005 Loveland Comprehensive Plan, as amended.*

Current Planning: Staff believes this finding can be made, based on the following:

The uses allowed in the MAC zone and proposed in the Amended Concept Master Plan would be consistent with the Comprehensive Plan. The development standards in the Amended Concept Master Plan, and as provided by applicable City codes and standards, will also assure that development would be consistent with the Comprehensive Plan.

***Finding 2.** Development of the property pursuant to the plan would be consistent with the purposes set forth in Section 18.04.010 of the Loveland Municipal Code.*

Current Planning: Staff believes this finding can be made, based on the following:

The purposes of the zoning code include:

- Lessen congestion on the streets
- secure from fire and panic
- promote the health and general welfare
- provide adequate light and air
- prevent the overcrowding of land
- avoid undue concentration of population
- facilitate adequate provision of transportation, water, sewage, schools parks and other public requirements
- conserve the value of buildings

- encourage the most appropriate use of land

By controlling the number, location and type of intersection control, congestion the streets will be lessened. Development will be governed by all applicable City standards to assure adequate fire access, circulation and fire prevention measures. Providing a mix of uses on the same site makes it more convenient to access desired goods services and employment. Control of building locations, orientation, height and setbacks will assure adequate light and air; prevent the overcrowding of land; and avoid inappropriate concentration of population. The development of the site based on the standards in the Amended Concept Master Plan, and as provided by applicable City codes and standards, will assure adequate provision of all necessary transportation water, sewage, parks and other public requirements. Number and location of schools for the community are determined by the pertinent school districts and is not under the authority of the City. The development of the site based on the standards in the Amended Concept Master Plan, and as provided by applicable City codes and standards, will assure the quality of building design and appropriate uses.

***Finding 3.** Development of the property pursuant to any of the uses permitted by right under the zoning district, and as proposed in the plan, would be consistent with the MAC-Mixed Use Activity and in the E- Employment Center zone district, as set forth in Title 18 of the Municipal Code.*

Current Planning: Staff believes this finding can be made, based on the following:

The uses proposed in the plan are consistent with the uses allowed in both the MAC zone district and in the E zone district. The proportion of primary workplace uses and non-primary workplace uses will also be consistent with the provisions of the E- Employment Center zone district.

***Finding 4.** Development of the subject property pursuant to any of the uses permitted by right under the zoning district, and as proposed in the plan, would result in development that is compatible with existing land uses adjacent to and in close enough proximity to the subject property to be effected by development of it.*

Current Planning: Staff believes this finding can be made, based on the following:

At the time of approval, the original Concept Master Plan was determined to be compatible with existing and proximate land uses. With addition of multi-family development, as depicted and described in the amended plan, the proposed uses will remain compatible with existing and proximate land uses.

***Finding 5.** Development of the subject property pursuant to any of the uses permitted by right under the zoning district, and as proposed in the plan, would result in impacts on City infrastructure and services that are consistent with current infrastructure and services master plans.*

PW-Transportation: All future development within this proposed property shall be in compliance with: the City's Adequate Community Facilities (ACF) Ordinance; the City of

Loveland 2035 Transportation Plan; the Larimer County Urban Area Street Standards (LCUASS), and any updates in effect at the time of development. Moreover, as identified in the City Municipal Code Title 16, a Traffic Impact Study shall be required with all future development or other land use applications. Additionally, the developer's traffic engineer has submitted revised traffic information that demonstrates that the proposed amendment to the MAC Concept Master Plan will generate less peak hour traffic than what was previously approved.

Development of the subject property pursuant to any of the uses permitted by right under the zoning district, and as proposed in the plan, would result in impacts on City streets that are consistent with the City's 2035 Transportation Plan. Therefore, pending future proposed development within this property, of which review and approval by the City is required, the Transportation Engineering Staff does not object to the proposed amendment to the MAC Concept Master Plan.

Water/Wastewater: This development is situated within the City's current service area for both water and wastewater. The Department finds that the Development will be compliant to ACF for the following reasons:

The Department finds that proposed Concept Plan Amendment to allow residential uses is consistent with the Department's Water and Wastewater master plan and is consistent with the 2005 Comprehensive Master Plan.

Power: The source of power for the proposed development will come from a 200 amp three phase underground system located in vaults at two different locations one being in the northwest corner of the proposed development and the other one located on the northwest corner of East Eisenhower Blvd. and the proposed Mountain Lion Drive area. These vaults will be the source for electric distribution to be routed throughout the proposed development. Power would also like to have an access road off of Denver Avenue as well as one off of E. Eisenhower in the vicinity of the future Mountain Lion Drive area. There are electrical vaults located in each of these areas that will be needed to provide a loop feed for phase 1 of the project.

The existing underground feeders is an available and adequate source for electric distribution for the proposed development. No negative impacts on the City's electric system are foreseen.

PW-Stormwater: Staff believes that this finding can be met, due to the following:

Development of the subject property pursuant to any of the uses permitted by right under the zoning district would result in impacts on City infrastructure and services that are consistent with current infrastructure and service master plans.

Fire: All future development within this proposed property shall be in compliance with the currently adopted International Fire Code and NFPA standards. Therefore, pending future proposed development within this property, of which review and approval by the City is required, and of which the LFRA will be part of, the Fire Department does not object to the proposed amendment to the MAC Concept Master Plan.

Development of the subject property pursuant to any of the uses permitted by right under the zoning district, and as proposed in the plan, will comply with the requirements in the ACF Ordinance for response distance requirements from the first due Engine Company.

All future development within proposed property will not negatively impact fire protection for the subject development or surrounding properties.

Parks and Rec: The proposed development is located between the existing City Recreation Trail system along Denver Ave on the west and the Waterfall 4th Subdivision on the east. The Park & Recreation Master Plan shows a trail connection through this project to the 'Lakes at Centerra' subdivision, east of Boyd Lake Ave. The Parks Department has already secured a trail easement through the Waterfall 4th Subdivision and has already secured an easement at this project to align the proposed trail. Through dedication of the easement, the applicant has met the intent of providing adequate community facilities.

***Finding 6.** Development of the subject property pursuant to any of the uses permitted by right under the zoning district, and as proposed in the plan, would result in development that would not be detrimental to the health, safety, or welfare of the neighborhood or general public.*

Current Planning: Staff believes this finding can be made, based on the following:

At the time of approval of the original Concept Master Plan, the City determined that development of the proposed uses would not be detrimental to the health, safety or welfare of the neighborhood or general public. Addition of multi-family development to the allowed uses, as depicted and described in the amended plan, will also not be detrimental to the health, safety and welfare of the neighborhood or general public.

VIII. RECOMMENDED CONDITIONS:

There are no staff recommended conditions for these applications.

Background

The Loveland-Eisenhower property is located on the north side of East Eisenhower Blvd., east of Denver Ave. and west of the northerly extension of Sculptor Drive and south of Boyd Lake. The total gross site area is 58.8 acres, the total dedicated Right of Way 2.1 acres. The total net site area is 56.7 acres. The original Concept Plan, approved in 2009, provided alternatives for the development of the property in compliance with the Loveland Comprehensive Plan, the Eisenhower Corridor Plan, the annexation status of the properties and the establishment of a uniform zoning for the property. With the City of Loveland's approval of the Concept Plan, the entire parcel was included in a single subdivision plat with MAC zoning applied to the entire parcel. The plat divided the property into 10 tracts and dedicated easements for private access, utilities and storm water management.

The Subdivision Plat application included Public Improvement Construction Plans (PICP) for the Eisenhower frontage, Denver Ave., Sculptor Drive and an internal private roadway system, main line utility extensions and drainage plan. The plans also included improvements to the Boise Ave. intersection, when the traffic warrants are reached. A phasing plan was included with the PICP's, and a Development Agreement dated August 12, 2011 which committed to the development of Eisenhower and the internal drives with the first phase, unless the first phase was limited to a small portion of the property located at the corner of Denver Ave. and Eisenhower, where traffic warrants would be limited to Denver Ave. improvements only. The cost to develop the property's infrastructure improvements has been calculated to be in excess of \$13.8 million.

The Concept Plan identified various uses and densities for commercial, employment and retail development. It was designed and approved to allow the property owner extensive flexibility to respond to market demands for portions of the property. It also established a minimum of 23.9 acres and 300,000 ft.² of improvements to be devoted towards "primary workplace uses". The base Concept Plan presented with 4 alternatives to allow for flexibility in making development decisions for appropriate marketing potential. At the time, residential use was not expressly identified as one of the alternatives, though it was (and remains) an allowed use under the Concept Plan, in the MAC zoning district and with respect to the uses described in the Comprehensive Plan.

Concept Plan Amendment Analysis

This proposed Concept Plan amendment provides to depictions of an alternative for multifamily use of a portion of the property. Each option also shows how remaining portions of the property will satisfy the Concept Plan's required minimum of 23.9 acres and 300,000 ft.² of primary workplace uses".

This Concept Plan amendment sets forth two additional alternatives that would provide for multifamily residential uses. Alternative 5A depicts the possibility of 368 dwelling units on 23.41 acres. Alternative 5B shows a potential for 240 total dwelling units on 15 acres.

MAC Zoning

In both alternatives the density does not exceed 16 dwelling units per acre and there is adequate development potential for primary workplace uses within the subject property. The land area dedicated to residential use is no more than 50% of the land area as required by the MAC zoning district. The applicable zoning codes are referenced below.

Applicable Zoning Codes:

Section 18.29: MAC District – Mixed-Use Activity Center District

1. 18.29.020: Uses Permitted by Right, (JJ) Dwelling, Multi-Family
2. 18.29.040: Development standards (See Amendment Narrative for a detailed explanation of compliance to these standards.)
3. 18.29.050: Development approval; (C) Plan Modifications: *“Modification to the conceptual master plan is required to show compliance with Section 18.29.040 Development Standards, or that comply with Section 18.29.060 Schedule of Flexible Standards. Changes to permitted uses or substantial changes to the location of land uses as depicted on the conceptual master plan shall be submitted for review and recommendation by the Planning Commission with final approval by the City Council.”*
4. 18.29.60 Schedule of flexible standards (6) *“There shall be no limit on the amount of land area within a MAC district that may be devoted to residential use; however, for projects exceeding 50 percent residential land area, the applicant must demonstrate that sufficient land area is devoted to commercial use within the project, or within the vicinity of the project, to meet future commercial needs and demands. Such evidence may consist of a market analysis and/or an analysis of development trends and existing and proposed land uses within the vicinity of the project.*

Comprehensive Plan

The proposed concept plan amendment further complies with the Loveland Comprehensive Plan. As shown on the Land Use Summary shown below, the total site area is subject to two Comprehensive Plan districts: The west 17 acres is in the Corridor Commercial District, and the Eastern 40 acres is within a Comprehensive Plan Employment District (not to be confused with the E-Employment zoning District). In connection with the annexation of the easterly 40 acres of the property, the Concept Plan and the Annexation and Development Agreement established the developable area for primary workplace uses to be 60% of the portion of the property subject to the Employment District, or 23.9 acres.

Conversely, the Concept Plan and the Annexation and Development Agreement established allowable non-primary workplace uses at 32.8 acres. The proposed multifamily residential use contemplated by this amendment will simply be included in the other non-primary workplace uses. The Comprehensive Plan states: *“A proposed development plan that does not contain office or light-industrial uses may be found consistent with the Employment Center category if, in the vicinity of the proposed development plan, office or light-industrial uses exist or the zoning for such uses is in place such that these uses or zoning constitute the predominant land uses.”* The attached exhibit shows this element of the Comprehensive Plan is satisfied since primary workplace uses and zoning constitute the predominant land use in the area.

In the case of the Loveland Eisenhower Addition, allowing residential use as proposed will not diminish the ability for light industrial or office use to develop in the immediate area. Each of the proposed multifamily residential alternatives attached clearly demonstrates how the Concept Plan’s minimum primary workplace use commitment may be met on other portions of the property.

Concept Plan

The Concept Plan states: In no event will the Project, once built out, contain less than 23.9 acres developed with no less than 300,000 square feet of buildings designed to house Primary Workplace Uses. Alternatives 5A and 5B show that this commitment will be preserved.

Justification

The primary impediment to the development of portions of the property for primary workplace uses is the infrastructure required. As mentioned above, the property will require approximately \$13.8 Million of on and off-site infrastructure to be constructed. The investment in infrastructure requires a simultaneous development of substantial acreage, 20-25 acres, depending on the use. There has been no market for the approved uses which would consume substantial acreage in a single transaction. Smaller "one-off" transactions with single owner/occupant users are not feasible, as single transactions will not support the required investment in infrastructure and cannot be built without it.

From a marketing perspective, the property is not situated in a prime location that would attract large project employment uses. Regional employers require locations providing more convenient access to employees residing in different communities. Alternatively, they require a synergy with adjacent or nearby large employers. Substantial project Employment uses which come to Loveland are more attracted to large parcels of Employment allocated land found at the intersection of I-25 and Highway 34 or near the Rocky Mountain Center of Innovation and Technology (RMCIT) in southwest Loveland. There has been no market activity for Employment uses on the subject property for the past six years.

Development for primary workplace uses cannot be undertaken as a speculative investment in the present or reasonably foreseeable markets. The City of Loveland has seen firsthand with the Boyd Lake Village development project the risk of building a substantial infrastructure on a speculative basis. That development, which is located a very short distance from the subject property, was unable to financially support the infrastructure that was built and ultimately the developer lost the property. It remains substantially undeveloped today.

The market analysis prepared by King and Associates, April, 2013, concludes that overall, Loveland has a 195-year supply of land suitable for primary workplace uses. This appears to be more than adequate land available to satisfy any foreseeable demand for primary workplace uses opportunities in Loveland. The RMCIT site alone has 800,000 square feet of existing buildings and could support 1.3 million to 2.1 million square feet of primary workplace use Improvements. The RMCIT is a very high profile site prominently featured in Loveland business recruiting efforts. RMCIT could alone consume all forecasted primary workplace development for Loveland for the next 10 years.

Conversely, the City of Loveland has a shortage of rental housing opportunities. Loveland suffers from one of the lowest vacancy rates in the Front Range. The King and Associates report shows that a vacancy rate below 10% signals that there is a shortage of available apartment units. Prospective owners or users of primary workplace properties moving to the area need to be conscious of available housing for their employees. Our experience is shown that a shortage of available housing is a detriment to attracting future primary workplace uses to the City of Loveland.

We have supplied a financial pro forma for 368 Apartment unit project. This shows the financial impact of the development of a portion of the subject property in multifamily residential use will provide the necessary cash flow to develop the major infrastructure improvements for the Property. Any shortfalls between the infrastructure supported by this size of a housing development will be required to be made up by the property owner through cash investment or the sale or development of other portions of the property at the same time.

The completion of the project infrastructure will overcome the most significant impediment to the development of the property for primary workplace uses. Once the infrastructure is completed, all lots in the property will be immediately available for development of primary workplace uses and other uses necessary to create a vibrant community on the property. This would allow the property owner to respond promptly to any market transactions because the property would then be "shovel-ready" and available for in a relatively short time frame.

Conclusion

Permitting the alternative of development of apartments on the northerly portion of the subject property as depicted in the propose alternatives to the Concept Plan will provide the following material benefits to the City of Loveland:

1. The development of a high profile site on one of the primary gateways to Loveland would be "jump-started," providing development momentum for all uses allowable on the site.
2. The apartment project would generate the funds required for the site infrastructure necessary to build out employment uses desiring to come to the site on a "shovel-ready" basis.
3. The resulting ability to develop one or two "small project" primary workplace use buildings will create market confidence and an impetus for other potential employers to bring any available employment uses to the site.
4. The potential for development of primary workplace uses on the property would be significantly accelerated by having visible infrastructure in place and ready to go for prospective employers.
5. The majority of the property within and in the vicinity of the subject property would remain available for primary workplace uses.
6. The apartment use would consume the least desirable land for primary workplace uses on the subject property because of the limited visibility to the Eisenhower Corridor (once the frontage area is built out).
7. The development of the northerly portion of the property, directly adjacent to the proposed City of Loveland bike path would provide the City with a vibrant apartment community badly needed by Loveland.
8. The development of apartment units on the northerly portion of the property would help address Loveland's critical need for affordable apartments and help attract new employers to the City.

February 14, 2014

Brian Burson
Current Planning Division
Civic Center
400 E. Third Street, Suite 310
Loveland, Colorado 80537

1269 Cleveland Ave.
Loveland, CO 80537
(970) 669-3737



RE: Loveland Eisenhower Addition
Mac Zoning District – Concept Plan Amendment

Review Criteria

Dear Brian,

Thank you for your review of the enclosed application to amend the Concept Plan for the Loveland-Eisenhower Addition property. The original Concept Pan approved in 2009 was accompanied by the annexation of the eastern portion of the property (approximately 40 acres) and a re-zone of the entire property to MAC. Because there are no submittal checklists or designed application form for an Amendment to the Concept Plan, you informed us that the review criteria that would apply to this application would follow the Rezoning Assessment report as provided in the Change of Zone application even though no change of zone is requested.

The primary purpose for an amendment to the concept plan is to allow residential uses. The following is an analysis of this review criteria as it specifically relates to the addition of residential uses on the subject property.

- 1. The purposes set forth in Section 18.04.010 of the Loveland Municipal Code would be met if any use permitted by right in the zone district (amendment) being requested was developed on the subject property.**

Section 18.04.010 states *“The zoning regulations and districts, as herein set forth, which have been made in accordance with a comprehensive zoning study are designed to lessen congestion in the streets; to secure safety from fire, panic and other danger; to promote health and general welfare; to provide adequate light and air; to prevent overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewage, schools, parks and other public requirements. These regulations have been made with reasonable consideration, among other things as to the character of each district its peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the city in accordance with the adopted master plan for the city other approved planning or engineering studies.”*

Discussion:

The proposed residential use on the subject property is specifically high density apartments, not to exceed 16 dwelling units per acre. Development yields provide for 240 apartments on 15 acres or 368 apartments on 23 acres. The apartment development would be held exclusively on the north-east quadrant of the subject property where property is less desirable

for commercial and employment uses. It is also the most appropriate placement of apartments

for the following reasons:

- a. Traffic is more evenly distributed to portions of the property that provide roadway systems that will best support the transportation requirements of an apartment development.
- b. Public Facilities and Services are within a close proximity to the apartment site. The nearest Fire Station, regional park, High School, Middle School, elementary school and hospital are all within 2 mile radius of the site.
- c. With a total density of 16 dwelling units per acre, there will be ample room for parking, club house and playground facilities, with a remainder of up to 50% open space.
- d. The proposed Apartment use is directly adjacent and accessible to a City bike trail system, and will look out over Boyd Lake.
- e. Average daily water consumption and wastewater collection will increase with residential development. However, because the consumption of water in the residential occupancy is distributed over a greater portion of the day, the effective consumption rate is lower than for other more concentrated uses.

2. Development of the subject property pursuant to any of the uses permitted by right under the zoning district (amendment) being requested would result in development that is compatible with existing land uses adjacent to and in close enough proximity to the subject property to be effected by development of it.

Discussion: The proposed apartment use would be compatible with the following adjacent land uses:

- a. Boyd Lake is situated on the north side of the property, along with a public trail system. There is a single-family residential neighborhood that borders the site on the North West side of the subject property.
- b. An existing residential property is situated east of the subject property. This is currently Larimer County (not within City limits) that is zoned C-Commercial.
- c. The property south of the proposed apartment complex is planned for future commercial or employment uses, per the approved MAC concept plan. The apartments will provide needed affordable housing in close proximity to employment uses. This is similar to the approach taken for the Van de Water Development in close proximity to the site, just south of the site across Eisenhower Boulevard, where various residential uses are located in close proximity to and support adjacent commercial and employment uses

3. Development of the subject property pursuant to any of the uses permitted by right under the zoning district (amendment) being requested would result in

impacts on City infrastructure and services that are consistent with current infrastructure and services master plans.

The proposed residential development portion of this property will stay within the range of expected infrastructure impacts anticipated by the various City Master Plan including regional drainage, water availability and use, sanitary sewer and transportation plans. Written studies have been included with this application materials including an impact study for Sewer and Water and a Traffic Impact Study.

4. Development of the subject property pursuant to any of the uses permitted by right under the zoning district (*amendment*) being requested would result in development that is consistent with policies contained in Section 4 of the Loveland Comprehensive Master Plan.

Discussion: The relevant goals and objectives provided in Section 4 of the Comprehensive Master Plan are discussed as follows:

4.2 Land use goals and objectives:

a. Land Use: The proposed amendment is to include residential use, which is an allowed use in the MAC zoning district, and is in keeping with the intent of the Comprehensive plan, and with the development commitments to primary workplace uses shown in the site's approved Concept Plan. Residential use will provide a complementary mix of land uses in the immediate area. Specifically, residential uses will support the employment and retail uses already planned for the general vicinity.

b. Growth Management and Regional Coordination: The subject property is well within the City of Loveland Growth Management Area, and provides a logical sequence for development. There are Larimer County Parcels that remain in the immediate area that are subject to annexation with future development proposals. However, the addition of residential use to the development plan will promote immediate urban-level extensions to improvements that are already in place.

c. Residential Land Use: The Loveland Comprehensive Plan states that apartment developments best serve the community when they are placed in close proximity to services, along arterial streets, or as a part of activity centers. The addition of apartments to the current Loveland-Eisenhower development plan meets this criteria. It will be placed in close proximity to Eisenhower Blvd., and adjacent to employment and commercial developments. It will serve as a transitional use between the commercial uses and single family uses adjacent to the site. The apartments will also be placed directly adjacent to a recreational trail, which will provide pedestrian and bicycle connectivity.

4.3 Land Use Categories and Future Land Use Plan Map: The subject property lies within an employment land use category. The employment land use category allows for residential development with an emphasis on "vertical" or higher density residential development, such as apartments. The Employment use category also encourages a pedestrian friendly environment. The policies regarding residential use in an employment category are adequately met. The project retains its commitment to

provide a minimum of **acres** of primary workplace uses following the approval of the apartment uses.

- 5. Development of the subject property pursuant to any of the uses permitted by right under the zoning district being requested would result in development that is not detrimental to the health, safety, or welfare of the neighborhood or general public.**

Development of the subject property will not create an environment in which the health, safety or welfare of the neighborhood or general public will be compromised due to the overall orientation of the subject property, proximity to like uses and availability of municipal services.

Thank you for your review of our request.

Sincerely,

Deanne Frederickson, RLA
Project Planner

LOVELAND EISENHOWER FIRST SUBDIVISION

COST BREAKDOWN AND FMV ANALYSIS

Tracts E, F, G I & J

19-Nov-13

Apartment community - 368 units, including:
2 clubhouses (pool/spa, BBQ, playground)
92 garage spaces in 4 buildings

Costs - Apartments Community

	<u>Total</u>
<u>Land Costs (pro rata)</u>	1,019,304
<u>Development Costs (pro rata)</u>	826,084
<u>Offsite Costs (per Coe's Estimates)</u>	
Mountain lion & HWY 34	1,734,085
Mountain Lion Hwy 34 to Tamima	468,825
Tanima peak rd (ML to Sculptor)	687,455
Sculptor (Hwy 34 to Tanima)	462,490
Sculptor Dr & HWY 34 intersection	443,307
Storm sewer (ML to ditch)	429,237
Landscaping (ML to Sculptor)	396,430
Utilities (Denver Ave to ML)	401,501
Subtotal	<u>5,023,330</u>
<u>On Site</u>	
Site survey & QC testing	85,568
Earthwork & preparation	517,857
Utilities (future N of Tanima)	183,859
Dewatering for utilities	50,000
Asphalt paving & striping	1,022,184
Concrete curb/gutter/sidewalk	357,743
Landscape parking islands	36,720
Recycle asphalt temp. road	62,500
Landscaping	450,000
Lighting @ parking	125,000
Subtotal	<u>2,891,431</u>
<u>Hard - apartment buildings</u>	
Subtotal	18,425,300
<u>Clubhouses & Amenities</u>	
Subtotal	893,260

Hard - Garages - 62 spaces	
Subtotal	391,631
Soft Costs	
Permits and fees: \$20K/unit	7,360,000
Overhead	250,000
Consultants	150,000
Financing costs:	
Int 4%, 9 mos build, 60% disburse	675,000
Carry costs during lease-up	400,000
Loan fee - 1/2 pt + closing costs	265,000
General Conditions	750,000
	<u>9,850,000</u>
Total Costs - Apartments	39,320,340

FMV/PROFIT ANALYSIS - APARTMENTS

Fair Market Value:	
368 units @ \$115,000/ unit	<u>42,320,000</u>
Excess Value over costs - Apartments	<u><u>2,999,660</u></u> *

*** After Payment of \$7,914,761 of on and off site infrastructure costs to enable Tracts B & C to be "shovel ready" for primary work place users.**



King & Associates, Inc.

Strategic planning and economic analysis

**LOVELAND EISENHOWER ADDITION
APARTMENT MARKET ANALYSIS
LOVELAND, COLORADO**

PREPARED FOR:

M. TIMM DEVELOPMENT, INC.

PREPARED BY:

KING & ASSOCIATES, INC.

9003 W. COCO DRIVE

LITTLETON, CO 80128

303.333.3834

APRIL 2013

Addendum August 2013

ATTACHMENT 4

Executive Summary

Demographics, Employment and Housing Market

- King & Associates, Inc. has been retained to analyze the multi-family rental market in Loveland, Colorado for a client considering construction of a 440-unit apartment project on a site adjacent to E. Eisenhower Drive and west of I-25.
- An Appendix has been included in the report that addresses the supply and demand characteristics in Loveland pertaining to residential and commercial land use designations.
- A trade area including the municipal boundaries of the city of Loveland has been defined to analyze residential and commercial market supply and demand factors.
- Over the next several years (2010 – 2020), demographic growth rates in Loveland are projected to be comparable with recent trends.
Employment levels have increased substantially in the Fort Collins / Loveland, MSA (Larimer County) during the past three years, with 400 jobs added in 2010, 1,800 in 2011 and nearly 4,000 jobs in 2012.
- The state of Colorado projects strong employment growth in the Fort Collins / Loveland, MSA in the next ten years with growth averaging 2,300 jobs per year.
- Improving conditions have characterized the northern Colorado and Loveland area housing markets over the past two years.
 - 2009 marked the bottom of the northern Colorado housing market.
 - Since 2009, building permits in Larimer County and Loveland have increased.
 - Existing home sales have also increased since 2009.
- From 2010 through 2020, Loveland housing demand is forecast to range from 600 to 700 units per year with rental apartment demand ranging from 180 to 210 units annually.

Apartment Market

- The multi-family rental market has in Loveland and northern Colorado has improved over the past several years and market performance has been particularly strong during the past three years (2010 - 2012).
- Apartment vacancy rates in Loveland are extremely low.
 - The current apartment vacancy rate in Loveland is just 1.9% and decreased significantly from a 5.3% rate at the end of 2011.
 - The 1.9% vacancy rate in Loveland signals there is a shortage of rental housing in the city and there is more than sufficient demand to drive new project construction.
- Apartment rental rates in Loveland have been increasing rapidly.
 - The average apartment rental rate dipped slightly at the end of 2012 to \$952 per unit from an average of \$1,007 per unit at the end of 2011.
 - Even considering the slight decrease in the past year (2012), average apartment rental rates in Loveland have increased by nearly 25% since 2009.

Competitive Projects

- There are seven projects, totaling nearly 1,300 units that will compete with the client's proposed 440-unit Loveland project.
- The vacancy rate in competitive projects is currently 4%.
- The average size of comparable apartment is 1,015 square feet with surveyed units ranging from 631 square feet (studio) to 1,579 square feet (3-bedrooms) in size.

- The average rental rate in competitive projects is \$1.29 per square foot, with rates ranging from \$.88 per square foot (Reserve at Centerra three bedroom units) to \$1.90 per square foot (Lincoln Place studio apartments).
- The number and type of amenities among competitive projects are similar but the scale and design of amenities approach resort quality in newer projects such as Lake Vista and Greens at Van de Water.

Conclusions

- Economic conditions in Loveland and northern Colorado have improved greatly in the past two to three years and with very low vacancies, increasing rental rates and strong demand, the rental apartment market in northern Colorado and Loveland is prime for new unit construction.
- There is shortage of rental apartment in Loveland based on a current 1.9% vacancy rate.
- Further, with strong sales of existing homes in Loveland in 2012, the supply of non-rental housing in the city is becoming increasingly tight resulting in increased prices and potential of pushing existing and prospective residents outside of the city to seek more affordable and available housing in lower cost areas of Larimer and Weld counties.
- New project construction has been constrained during the past five years as banks and institutional investors are hesitant to fund new projects.
- Tight financing continues even with positive market trends (low vacancies, strong rental rates and limited new project construction).
- Even with increased levels of single-family new home construction – particularly homes aimed at the entry-level market segment – first time buyers struggle to secure financing and many are choosing “move-up” apartment projects as an alternative to home ownership.
- The proposed development site is well located within the city of Loveland and is near shopping, urban services (hospitals, schools, city core), major roadways and recreation areas.
- The site is also in a rapidly developing area of Loveland where commercial and apartment development has been concentrated in the past several years.
- Two high-end apartment projects have recently been constructed in Loveland.
- These projects have set a higher standard in the Loveland market and renters now have higher expectations with respect to project design and amenities.
- However, with conditions extremely tight in the rental apartment market, there is sufficient demand from all types of prospective renters to drive demand for new apartment projects.
- New projects with combined market and income qualified rental rate structures are likely to be in highest demand given current market conditions.

Appendix

- Commercial demand averaging 280,000 square feet per year has been forecast in Loveland and translates into average demand of 21 acres of land per year.
- The supply of commercially developable land in Loveland has been analyzed to have an estimated equivalent development potential of approximately 61 million square feet.
- Given demand and supply characteristics per the land supply analysis, there is enough developable land in the Loveland market area to accommodate commercial (retail, office and industrial land uses) demand for the next 224 years.
- Much of this land is located within the Centerra master planned project.

- It is further believed that land in other development areas, such as Centerra and RMCIT, are better positioned for commercial development compared with the subject site due to proximity to I-25 and momentum achieved through existing development and marketing.
- Because of these factors, a re-zoning and comprehensive plan change for the portion of the subject site proposed for an apartment use would not unduly reduce the supply of land in the city to address future commercial development projects and will allow for development of much needed multi-family housing in the city, where there is a shortage of available units that is approaching critical levels, based on a current 1.9% vacancy rate.
- The land supply analysis concludes that more than adequate land area is provided for a reserve to meet the potential demand and need for commercial goods and services that would otherwise be provided by the portion of the property proposed for apartment use.



MEMORANDUM

TO: Greg Parker, Investec Real Estate Companies
Deanne Frederickson, The Frederickson Group
Larry Owen, Owen Consulting Group
City of Loveland

FROM: Matt Delich

DATE: February 14, 2014

SUBJECT: Loveland Eisenhower First Subdivision Transportation Impact Study
Addendum for Alternative Site Plan 5A (File: 1399ME01)



This memorandum addresses the transportation impacts of the proposed uses in the Alternative Site Plan 5A of the Loveland Eisenhower First Subdivision (LEI). The LEI site is located in the northeast quadrant of the US34/Denver intersection in Loveland. The site location is shown in Figure 1. Figure 2 shows the site plan for the Alternative Site Plan 5A – LEI. The scope of this study was discussed with the Loveland Transportation Development Review staff. A memorandum addendum was requested. Appendix A contains the Transportation Impact Study Base Assumptions form and related attachments for the Alternative Site Plan 5A – LEI. The “Loveland Eisenhower First Subdivision Traffic Impact Study,” (TIS) June 2010 was submitted to and accepted by the City of Loveland. This memorandum specifically addresses a change in the land uses and trip generation for the LEI site. This addendum addresses full development of the LEI site in the year 2020, in order to be consistent with the cited June 2010 TIS.

The site plan shows a right-in/right-out/left-in access ($\frac{3}{4}$ Access) to/from US34 near the center of the Loveland Eisenhower First Subdivision site. There is a $\frac{3}{4}$ Access serving Mountain Lion Drive on the south side of US34. The Loveland Eisenhower First Subdivision $\frac{3}{4}$ Access is situated just west of the approved $\frac{3}{4}$ Access such that there will not be conflicting left turns. The facing left-turn lanes will have a physical separation (raised median) of at least 10 feet. There will also be access to Sculptor Drive and Denver Avenue.

Trip Generation, 9th Edition, ITE was used as the reference document in calculating the trip generation for the Alternative Site Plan 5A - LEI. Table 1 shows the trip generation for the Alternative Site Plan 5A - LEI. Full development of the Alternative Site Plan 5A - LEI is expected to generate 9856 daily trip ends, 859 morning peak hour trip ends, and 1088 afternoon peak hour trip ends. To be conservative, no internal trip capture was calculated for this analysis. This was done in case there are future changes

to the land uses and/or building square footages. The reduction in trips, by applying the internal trip capture, would not significantly affect the operation of the key intersections or change the required infrastructure improvements identified in this addendum.

Table 2 shows the trip generation from the cited June 2010 TIS. The trip generation (Trip Budget) from the cited TIS resulted in 15,420 daily trip ends, 1099 morning peak hour trip ends, and 1518 afternoon peak hour trip ends. To be consistent with the trip generation of the Alternative Site Plan 5A – LEI (Table 1), no internal trip capture was applied for the trip generation in the cited TIS. Based upon a comparison of Tables 1 and 2, the Alternative Site Plan 5A - LEI will generate less daily, morning peak hour, and afternoon peak hour trip ends than that calculated for the former proposed land use.

Based upon the peak hour traffic counts from the cited TIS at the US34/Boise, US34/Denver, Denver/34 Marketplace Access, US34/Mountain Lion, and US34/Sculptor intersections, the current peak hour operation at the key intersections is shown in Table 3. This information was obtained from the cited TIS. This is the same as Table 1 from the cited TIS. It should be noted that level of service techniques from the 2000 Highway Capacity Manual were used in these analyses.

The directional distribution from the cited TIS was used for the commercial portion of the Alternative Site Plan 5A – LEI. However, there were no residential land uses analyzed in the cited TIS. Therefore, Figure 3 shows the trip distribution used for the Alternative Site Plan 5A – LEI. Figure 4 shows the full development (2020) assigned site generated peak hour traffic for the Alternative Site Plan 5A - LEI. Figure 5 shows the pass-by traffic assignment for the retail/commercial land uses.

Figure 6 shows the full development (2020) background peak hour traffic at the key intersections analyzed in this addendum. This is the same background traffic forecast used in the cited TIS. Table 4 shows the full development (2020) background morning and afternoon peak hour operation at the key intersections. Calculation forms are provided in Appendix B. The key intersections were analyzed using the signalized and unsignalized intersection techniques from the 2010 Highway Capacity Manual (2010 HCM). Acceptable operation is defined by the City of Loveland as level of service (LOS) C or better overall. At major intersections, any leg can operate at level of service D and any movement can operate at level of service E. At minor intersections, any leg can operate at level of service E and any movement can operate at level of service F. A description of level of service at signalized and unsignalized intersections is provided in Appendix B. The Loveland Motor Vehicle LOS Standards are also provided in Appendix B. As can be seen in Table 4, the key intersections are shown to operate acceptably with existing control and geometry. The full development (2020) background peak hour operation is similar to that shown in the cited June 2010 TIS.

Figure 7 shows the full development (2020) total morning and afternoon peak hour traffic at the key intersections. Table 5 shows the full development (2020) total morning and afternoon peak hour operation at the key intersections. Calculation forms

are provided in Appendix C. The key intersections will operate acceptably during the morning and afternoon peak hours with the recommended control and geometry. The full development (2020) total peak hour operation is similar to that shown in the cited June 2010 TIS.

Table 6 shows the full development (2020) link volumes for various key street segments. Table 6 also shows the ACF volume thresholds for each street segment and whether that segment meets the Adequate Community Facilities Ordinance. The threshold volumes shown were obtained from the cited June 2010 TIS. Table 6 indicates that all links meet the requirements of the Adequate Community Facilities Ordinance. East of Sculptor Drive, it is required that three westbound through lanes be striped on the north side of US34. This third lane should extend to/through the west property line of Boyd Lake Village and connect with the improvements made at Horstman Drive. The Boyd Lake Village development has provided the width to have a third westbound through lane along its frontage. This would require developing the frontage of the McCreery Property, which is between the Loveland Eisenhower First Subdivision site and Boyd Lake Village. By/before the 2020 future, other properties along the US34 corridor may develop, which might trigger the ACF need for the third lane on US34 through the west property line of Boyd Lake Village.

Figure 8 shows the recommended full development (2020) geometry at the key intersections. As shown in Figure 8, development of the Alternative Site Plan 5A – LEI will require improvements to the US34 frontage of the site (including construction of the $\frac{3}{4}$ Site Access) and improvements to the US34/Denver and US34/Sculptor intersections. The only other geometric improvements occur with the construction of the Site Access on Denver Avenue. In the cited June 2010 TIS, the US34/Boise intersection was shown to require dual eastbound left-turn lanes due to operational issues. With the Alternative Site Plan 5A – LEI, only a single eastbound left-turn lane will be necessary at the US34/Boise intersection.

As shown in Figure 8, the US34/Denver intersection will have dual left-turn lanes on all legs, except for the eastbound direction on US34. There are existing dual northbound left-turn lanes on Denver Avenue, existing dual westbound left-turn lanes on US34, and provision for dual left-turn lanes on the two other legs. Based upon the criteria in the State Highway Access Code, the single eastbound left-turn lane should be 560 feet long (storage, deceleration, and taper @ 13.5:1) and the westbound dual left-turn lanes should be 640 feet long (storage, deceleration, and taper @ 13.5:1). The storage for the dual left-turn lanes was calculated as providing 60 percent of the prescribed storage in one of the lanes. It is noted that the existing westbound dual left-turn lanes are approximately 500 feet long with 330 feet of bay taper.

At the US34/Sculptor intersection, a single eastbound left-turn lane approaching Sculptor Drive is required. Based upon the criteria in the State Highway Access Code, the single eastbound left-turn lane should be 665 feet long (storage, deceleration, and taper @ 13.5:1). The current eastbound left-turn lane is 610 feet long (all components). There is a raised median in this segment. The eastbound left-turn lane can be

increased to approximately 1010 feet. In the long range future, the density and land uses on the McCreery property are unknown. There may be the need for dual eastbound left-turn lanes. Based upon ACF criteria, three eastbound and westbound travel lanes are required on US34, east of Sculptor Drive. In the eastbound direction, the current design shows the third through lane being carried through the US34/Sculptor intersection and being dropped on the east side of the intersection. In the westbound direction, a transition to the third through lane will be constructed, which will also double as a right-turn lane. This transition lane (including taper) will extend 700 feet east of the US34/Sculptor intersection. Details regarding the design of this segment of US34 will be provided by the project civil engineer as this development goes through the review process.

According to the State Highway Access Code, the proposed $\frac{3}{4}$ Site Access to/from US34 will require an eastbound left-turn lane of 710 feet (storage, deceleration, and taper) at 45 mph. The actual length (stop bar to stop bar) available for this and the westbound left-turn lanes approaching Denver Avenue is approximately 1200 feet. The bay taper for the eastbound left-turn lane can begin at/near the location where the bay taper for the westbound left-turn lanes ends. Since the westbound bay taper is for dual left-turn lanes, the eastbound bay taper will allow a longer full-width eastbound left-turn lane to occur (some overlap). The existing left-turn lanes/median for the westbound dual left-turn lanes has been revised to shorten them slightly, thus providing sufficient length for the eastbound left-turn lane approaching the $\frac{3}{4}$ intersection. By doing this, the need for a design waiver for the $\frac{3}{4}$ intersection turn lane has been avoided.

The north leg of Denver Avenue is in a constrained condition. The distance between US34 and the access to 34 Marketplace is approximately 400 feet, on-centers. Full deceleration cannot be provided in either direction in the space available. Since this is an existing approved condition, it is concluded that the necessary variance was approved by City staff a number of years ago. Therefore, it is recommended that the necessary storage be provided both for the dual southbound left-turn lanes approaching US34 and the northbound left-turn lane approaching the 34 Marketplace Access. As was discussed with the City, the deceleration requirement for these left-turn lanes is being waived. Provision of only the storage was approved by the City of Loveland for the 34 Marketplace and the previously approved apartment development on this site. Figure 8-2 in LCUASS indicates that the southbound storage for the left turns should be 225-300 feet (minimum-desirable) and the northbound storage for the left turns should be 100 feet. The southbound storage can be distributed over the dual left-turn lanes. The long range morning peak hour (highest) queue analysis indicates that there should be provision of 134 feet southbound at the 95th percentile output. Approaching the 34 Marketplace Access, the queue analysis indicates less than 10 feet at the 95th percentile output. The queue analysis indicates that the storage that is being provided is more than adequate. In the northbound direction, north of US34, Denver Avenue will have two receiving lanes for the potential of dual eastbound left-turn lanes. The right northbound lane will become a right-turn lane into the Loveland Eisenhower First Subdivision. This northbound right-turn lane will be free-flowing into the site. There will be no negative impact to the US34/Denver intersection. Details with regard to the

design of Denver Avenue, north of US34, will be provided by the project civil engineer as this development goes through the review process. However, dual eastbound left-turn lanes are not required as noted earlier.

It is concluded that the new proposed land uses (Alternative Site Plan 5A – LEI) will generate less daily trip ends, less weekday morning peak hour trip ends, and less afternoon peak hour trip ends as compared to that in the cited June 2010 TIS.



MEMORANDUM

TO: Greg Parker, Investec Real Estate Companies
Deanne Frederickson, The Frederickson Group
Larry Owen, Owen Consulting Group
City of Loveland

FROM: Matt Delich

DATE: February 14, 2014

SUBJECT: Loveland Eisenhower First Subdivision Transportation Impact Study
Addendum for Alternative Site Plan 5B (File: 1399ME02)



This memorandum addresses the transportation impacts of the proposed uses in the Alternative Site Plan 5B of the Loveland Eisenhower First Subdivision (LEI). The LEI site is located in the northeast quadrant of the US34/Denver intersection in Loveland. The site location is shown in Figure 1. Figure 2 shows the site plan for the Alternative Site Plan 5B – LEI. The scope of this study was discussed with the Loveland Transportation Development Review staff. A memorandum addendum was requested. Appendix A contains the Transportation Impact Study Base Assumptions form and related attachments for the Alternative Site Plan 5B – LEI. The “Loveland Eisenhower First Subdivision Traffic Impact Study,” (TIS) June 2010 was submitted to and accepted by the City of Loveland. This memorandum specifically addresses a change in the land uses and trip generation for the LEI site. This addendum addresses full development of the LEI site in the year 2020, in order to be consistent with the cited June 2010 TIS.

The site plan shows a right-in/right-out/left-in access (¾ Access) to/from US34 near the center of the Loveland Eisenhower First Subdivision site. There is a ¾ Access serving Mountain Lion Drive on the south side of US34. The Loveland Eisenhower First Subdivision ¾ Access is situated just west of the approved ¾ Access such that there will not be conflicting left turns. The facing left-turn lanes will have a physical separation (raised median) of at least 10 feet. There will also be access to Sculptor Drive and Denver Avenue.

Trip Generation, 9th Edition, ITE was used as the reference document in calculating the trip generation for the Alternative Site Plan 5B - LEI. Table 1 shows the trip generation for the Alternative Site Plan 5B - LEI. Full development of the Alternative Site Plan 5B - LEI is expected to generate 12,430 daily trip ends, 835 morning peak hour trip ends, and 1261 afternoon peak hour trip ends. To be conservative, no internal trip capture was calculated for this analysis. This was done in case there are future

changes to the land uses and/or building square footages. The reduction in trips, by applying the internal trip capture, would not significantly affect the operation of the key intersections or change the required infrastructure improvements identified in this addendum.

Table 2 shows the trip generation from the cited June 2010 TIS. The trip generation (Trip Budget) from the cited TIS resulted in 15,420 daily trip ends, 1099 morning peak hour trip ends, and 1518 afternoon peak hour trip ends. To be consistent with the trip generation of the Alternative Site Plan 5B – LEI (Table 1), no internal trip capture was applied for the trip generation in the cited TIS. Based upon a comparison of Tables 1 and 2, the Alternative Site Plan 5B - LEI will generate less daily, morning peak hour, and afternoon peak hour trip ends than that calculated for the former proposed land use.

Based upon the peak hour traffic counts from the cited TIS at the US34/Boise, US34/Denver, Denver/34 Marketplace Access, US34/Mountain Lion, and US34/Sculptor intersections, the current peak hour operation at the key intersections is shown in Table 3. This information was obtained from the cited TIS. This is the same as Table 1 from the cited TIS. It should be noted that level of service techniques from the 2000 Highway Capacity Manual were used in these analyses.

The directional distribution from the cited TIS was used for the commercial portion of the Alternative Site Plan 5B – LEI. However, there were no residential land uses analyzed in the cited TIS. Therefore, Figure 3 shows the trip distribution used for the Alternative Site Plan 5B – LEI. Figure 4 shows the full development (2020) assigned site generated peak hour traffic for the Alternative Site Plan 5B - LEI. Figure 5 shows the pass-by traffic assignment for the retail/commercial land uses.

Figure 6 shows the full development (2020) background peak hour traffic at the key intersections analyzed in this addendum. This is the same background traffic forecast used in the cited TIS. Table 4 shows the full development (2020) background morning and afternoon peak hour operation at the key intersections. Calculation forms are provided in Appendix B. The key intersections were analyzed using the signalized and unsignalized intersection techniques from the 2010 Highway Capacity Manual (2010 HCM). Acceptable operation is defined by the City of Loveland as level of service (LOS) C or better overall. At major intersections, any leg can operate at level of service D and any movement can operate at level of service E. At minor intersections, any leg can operate at level of service E and any movement can operate at level of service F. A description of level of service at signalized and unsignalized intersections is provided in Appendix B. The Loveland Motor Vehicle LOS Standards are also provided in Appendix B. As can be seen in Table 4, the key intersections are shown to operate acceptably with existing control and geometry. The full development (2020) background peak hour operation is similar to that shown in the cited June 2010 TIS.

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Figure 8 shows the recommended full development (2020) geometry at the key intersections. As shown in Figure 8, development of the Alternative Site Plan 5B – LEI will require improvements to the US34 frontage of the site (including construction of the $\frac{3}{4}$ Site Access) and improvements to the US34/Denver and US34/Sculptor intersections. The only other geometric improvements occur with the construction of the Site Access on Denver Avenue. In the cited June 2010 TIS, the US34/Boise intersection was shown to require dual eastbound left-turn lanes due to operational issues. With the Alternative Site Plan 5B – LEI, only a single eastbound left-turn lane will be necessary at the US34/Boise intersection.

As shown in Figure 8, the US34/Denver intersection will have dual left-turn lanes on all legs, except for the eastbound direction on US34. There are existing dual northbound left-turn lanes on Denver Avenue, existing dual westbound left-turn lanes on US34, and provision for dual left-turn lanes on the two other legs. Based upon the criteria in the State Highway Access Code, the single eastbound left-turn lane should be 570 feet long (storage, deceleration, and taper @ 13.5:1) and the westbound dual left-turn lanes should be 645 feet long (storage, deceleration, and taper @ 13.5:1). The storage for the dual left-turn lanes was calculated as providing 60 percent of the prescribed storage in one of the lanes. It is noted that the existing westbound dual left-turn lanes are approximately 500 feet long with 330 feet of bay taper.

At the US34/Sculptor intersection, a single eastbound left-turn lane approaching Sculptor Drive is required. Based upon the criteria in the State Highway Access Code, the single eastbound left-turn lane should be 680 feet long (storage, deceleration, and taper @ 13.5:1). The current eastbound left-turn lane is 610 feet long (all components). There is a raised median in this segment. The eastbound left-turn lane can be

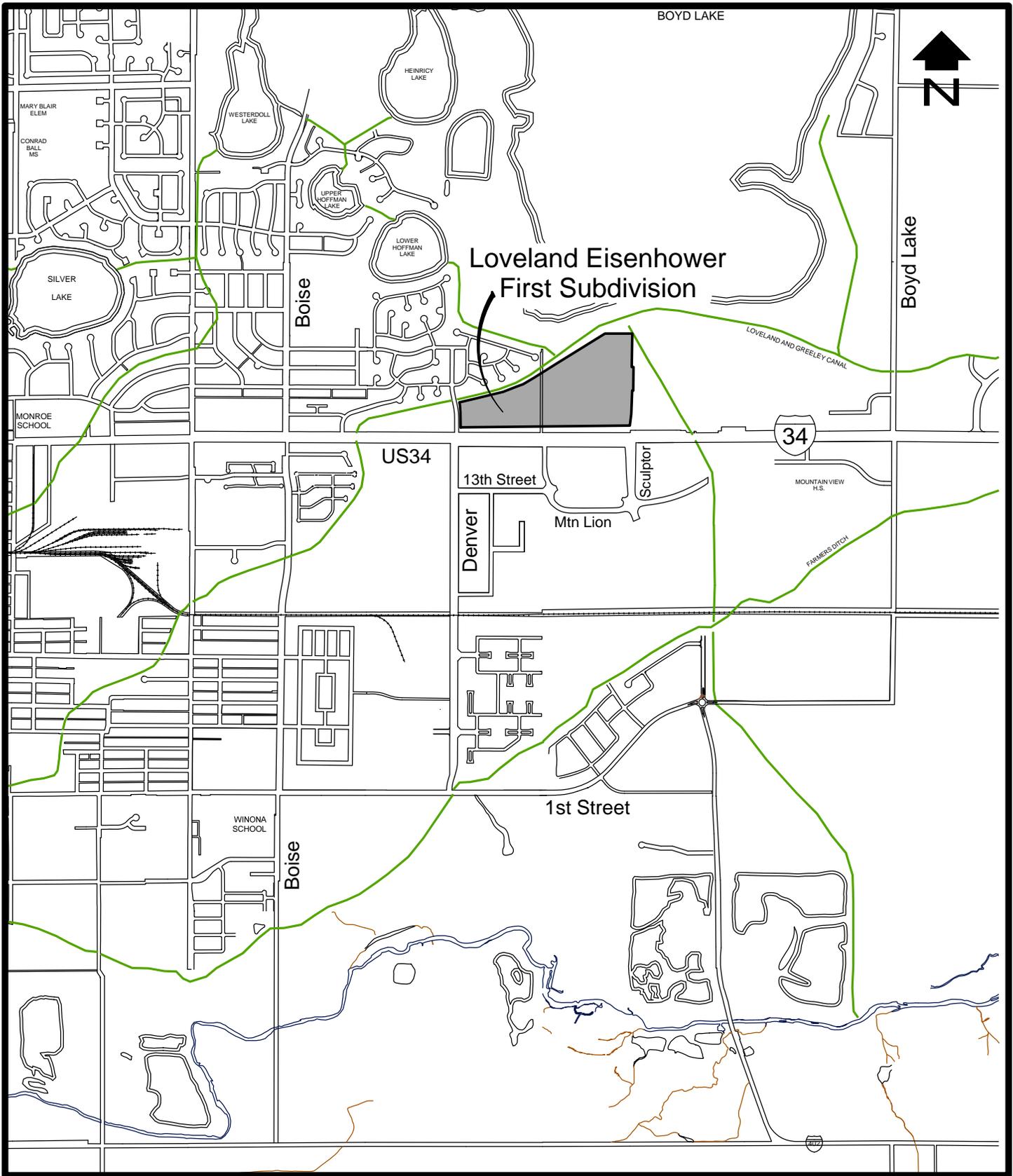
increased to approximately 1010 feet. In the long range future, the density and land uses on the McCreery property are unknown. There may be the need for dual eastbound left-turn lanes. Based upon ACF criteria, three eastbound and westbound travel lanes are required on US34, east of Sculptor Drive. In the eastbound direction, the current design shows the third through lane being carried through the US34/Sculptor intersection and being dropped on the east side of the intersection. In the westbound direction, a transition to the third through lane will be constructed, which will also double as a right-turn lane. This transition lane (including taper) will extend 700 feet east of the US34/Sculptor intersection. Details regarding the design of this segment of US34 will be provided by the project civil engineer as this development goes through the review process.

According to the State Highway Access Code, the proposed $\frac{3}{4}$ Site Access to/from US34 will require an eastbound left-turn lane of 710 feet (storage, deceleration, and taper) at 45 mph. The actual length (stop bar to stop bar) available for this and the westbound left-turn lanes approaching Denver Avenue is approximately 1200 feet. The bay taper for the eastbound left-turn lane can begin at/near the location where the bay taper for the westbound left-turn lanes ends. Since the westbound bay taper is for dual left-turn lanes, the eastbound bay taper will allow a longer full-width eastbound left-turn lane to occur (some overlap). The existing left-turn lanes/median for the westbound dual left-turn lanes has been revised to shorten them slightly, thus providing sufficient length for the eastbound left-turn lane approaching the $\frac{3}{4}$ intersection. By doing this, the need for a design waiver for the $\frac{3}{4}$ intersection turn lane has been avoided.

The north leg of Denver Avenue is in a constrained condition. The distance between US34 and the access to 34 Marketplace is approximately 400 feet, on-centers. Full deceleration cannot be provided in either direction in the space available. Since this is an existing approved condition, it is concluded that the necessary variance was approved by City staff a number of years ago. Therefore, it is recommended that the necessary storage be provided both for the dual southbound left-turn lanes approaching US34 and the northbound left-turn lane approaching the 34 Marketplace Access. As was discussed with the City, the deceleration requirement for these left-turn lanes is being waived. Provision of only the storage was approved by the City of Loveland for the 34 Marketplace and the previously approved apartment development on this site. Figure 8-2 in LCUASS indicates that the southbound storage for the left turns should be 225-300 feet (minimum-desirable) and the northbound storage for the left turns should be 100 feet. The southbound storage can be distributed over the dual left-turn lanes. The full development (2020) morning peak hour (highest) queue analysis indicates that there should be provision of 134 feet southbound at the 95th percentile output. Approaching the 34 Marketplace Access, the queue analysis indicates less than 10 feet at the 95th percentile output. The queue analysis indicates that the storage that is being provided is more than adequate. In the northbound direction, north of US34, Denver Avenue will have two receiving lanes for the potential of dual eastbound left-turn lanes. The right northbound lane will become a right-turn lane into the Loveland Eisenhower First Subdivision. This northbound right-turn lane will be free-flowing into the site. There will be no negative impact to the US34/Denver intersection. Details with regard

to the design of Denver Avenue, north of US34, will be provided by the project civil engineer as this development goes through the review process. However, dual eastbound left-turn lanes are not required as noted earlier.

It is concluded that the new proposed land uses (Alternative Site Plan 5B – LEI) will generate less daily trip ends, less weekday morning peak hour trip ends, and less afternoon peak hour trip ends as compared to that in the cited June 2010 TIS.



SCALE: 1"=2000'

SITE LOCATION

Figure 1



MEMORANDUM

To: Greg Parker

CC:

From: Larry C. Owen, P.E.

Date: January 28, 2014

Proj. No.: 11-377

Project Name: LEI – Alts 5A & 5B

Subject: Adequacy of Approved Infrastructure to Serve Proposed Alts 5A & 5B

Following are the findings of an assessment of the adequacy of the currently approved infrastructure designs, as presented on the Public Improvement Construction Plan (PICP) drawings for the LEI project, to meet the incremental utilities demands resulting from the introduction of a multi-family residential component into the project.

Water Distribution

- A comparative assessment was made of the anticipated water demands (average day, peak day, peak hour) for the approved Concept Plan (Alt 1) and for the proposed Alternatives 5A and 5B. An attached table, entitled Comparative Water Demand Analysis, presents a summary of the respective demands. A discussion of the findings of the assessment follows.
- Addition of the residential component results in a 60% increase in the average daily demand for Alt. 5A and a 39% increase for Alt. 5B. However, because the consumption of water in the residential occupancy is distributed over a greater portion of the day, the effective consumption rate is lower than for other, more concentrated uses, and thus, the increases in the peak day and peak hour demands are much lower (20% and 31% for Alt. 5A and 12% and 21% for Alt. 5B, respectively).
- An update of the hydraulic model for the water distribution system for Alternative 5A was also prepared (copy attached). That model demonstrates that the proposed network of 8" diameter mains throughout the site, fed from the 12" main along the Eisenhower Blvd. frontage, will be more than adequate to meet the peak hour demand, plus a fire flow of 1,500 gpm drawn from each of two hydrants in the extreme northeast corner of the site (furthest from the source of supply). The residual pressure at the hydrants, under these flow conditions, is in the range of 23 – 24 psi, which exceeds the minimum requirement of 20 psi.

Water Rights Credits

- A review of the water rights credits allocated to the site was also conducted, to assess the impact of the increased average day water demand associated with the proposed residential component of the project. Water rights previously dedicated to the City for the Allendale (western) portion of the site are represented by water credits that can be applied to any development that occurs within the platted subdivision. These credits significantly exceed the anticipated requirements for development of the western portion of the site. Discussions with City staff have led to the understanding that the available credits can be applied to development throughout the contiguously platted subdivision on a first come, first served

basis, until the credits are exhausted. Additional water rights will be acquired and transferred to the City to satisfy the remainder of the development requirements throughout the site. The amount of additional water required will be determined on an ongoing basis as the project evolves and corresponding water demands are determined.

- Water rights currently associated with the Glick (eastern) portion of the site are not acceptable for transfer to the City for application against domestic demands, but these water rights can be used for irrigation of landscaped areas of the site, provided that certain conditions set out in the City Code are met.
- As the project is built out, and actual occupancy and irrigation demands are established, further assessment of water rights requirements and options will be warranted. If additional water rights are required, due to specific occupancies, those credits will be acquired and transferred to the City, prior to final approval of any plan including such occupancies.

Wastewater Collection

- A comparative analysis was also conducted to assess the anticipated volume and peak flow rates for wastewater generation due to the proposed development, as well as the capacity of the infrastructure, as presented in the approved PICP drawings, to convey such flows. A summary of the results of the analysis is presented in the attached table entitled Comparative Wastewater Generation Analysis.
- As found in the analysis of water demands, introduction of the apartment component into the project will result in an increase in average daily wastewater flow from the development. For Alt. 5A, (the most demanding scenario) that increase is calculated to be 24%. However, due to the distribution of that average daily flow for the residential occupancy over a greater period of time each day, compared to the flows from the previously contemplated commercial and employment occupancies, the peak day flow rate will actually be decreased by 1% and the peak hour flow rate will be increased by only 7% for the overall development, compared to those associated with the approved Concept Plan, Alt. 1.
- A review of the capacity of the sewage collection infrastructure designed for the Concept Plan indicates that that infrastructure will be adequate to serve the proposed development with the residential component.

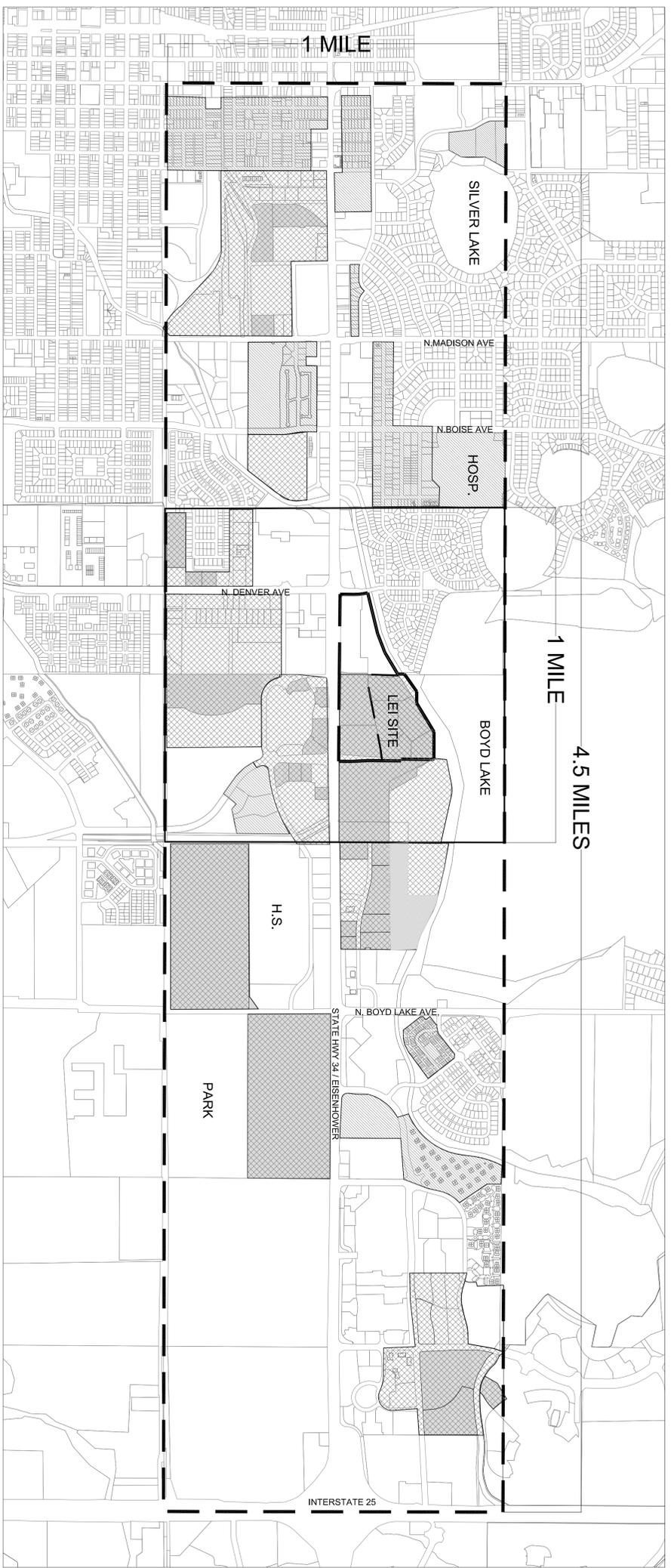
Storm Drainage

- Introduction of the multi-family residential component into the project significantly increases the aggregate footprint area of buildings within the portion of the site east of Mountain Lion Dr. That increase, relative to the aggregate building footprint area contemplated in the Concept Plan, is estimated to be approximately 115,000 s.f. or 49%. However, due to the reduced parking requirements for residential occupancy, compared to commercial or employment occupancies, the area of pavement in the same region of the site will be substantially reduced. The reduction is estimated to be approximately 269,000 s.f. or 33%. The net effect of the greater reduction in pavement area is an increase in the area of landscaped open space by approx. 154,000 s.f. or 23%.
- Consequently, the composite runoff coefficient and composite percent imperviousness for the eastern portion of the site are both significantly reduced. The value of C_{100} for the proposed Alt. 5A is 0.71, compared to 0.76 for the Concept Plan, and the "I" value for the proposed Alt. 5A is 50.42%, compared to 60.10% for the development as presented in the Concept Plan.
- A detailed revision of the complete drainage analysis for the proposed amended project has not been yet conducted. However, it is reasonable to expect that the storm runoff from the

project site, with the apartment occupancy, will be somewhat lower than for the project with all commercial and employment occupancies. Similarly, the detention requirements will also be lower.

- Therefore, it can be concluded that the stormwater management infrastructure designed for the development, as presented in the PICP's for the approved Concept Plan, will be more than adequate to serve the proposed development with a multi-family residential component.

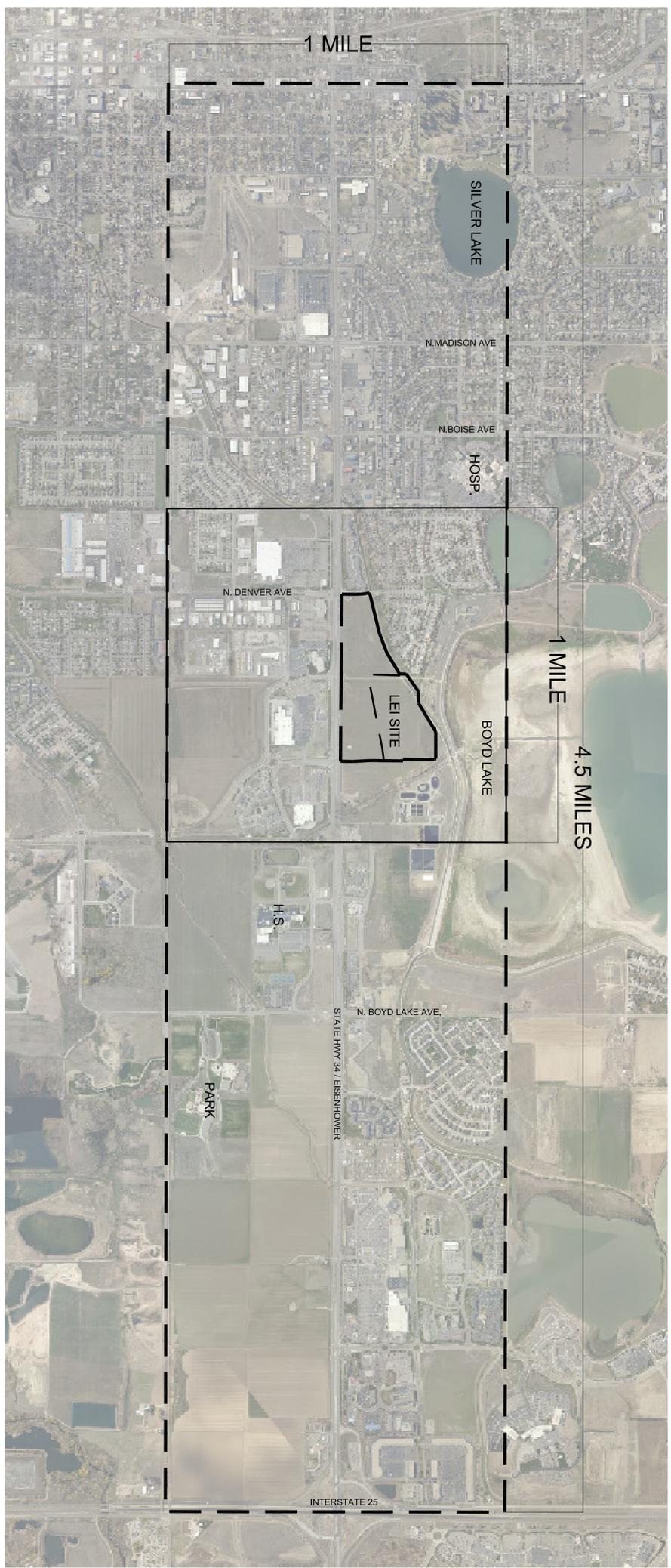




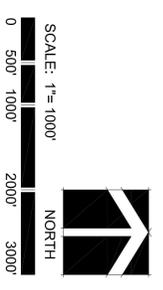
LOVELAND-EISENHOWER FIRST SUBDIVISION CONCEPT PLAN AMENDMENT LAND USE STUDY

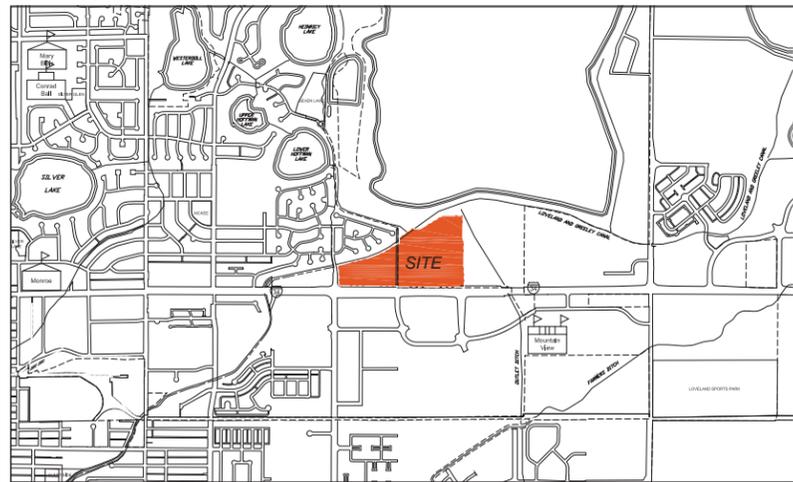
LEGEND

-  Developed Employment Uses, per the City of Loveland Comprehensive Plan
-  Undeveloped Employment Uses, per the City of Loveland Comprehensive Plan
-  Existing High Density Residential uses.
-  Study Area A: 4.5 miles, ¹/₂ mile each side of Eisenhower
-  Study Area B: 1 square mile, ¹/₂ mile each side of Eisenhower



ATTACHMENT 8





Vicinity Map
NTS

Introduction

The Loveland Eisenhower Development Project (The Project) represents an assembly of land parcels that extends approximately 1/2 mile along the north side of East Eisenhower Boulevard between Denver Avenue and what will become the future northward extension of Sculptor Drive.

The total area of the Project is approximately 58.7 acres. The westerly 17.5 acres of the site is currently known as the Allendale 5th Addition. This land was previously annexed into the City of Loveland and zoned PUD with plans for a high density residential development. The residential project was not constructed due to changes in the local economy and an excess of supply of similar improvements. The easterly 41.2 acres were subsequently acquired with the intention of developing a comprehensive project that responds to the Commercial / Employment designation in the Comprehensive Plan, as well as the needs and opportunities of the community. The two sites are shown on the Concept Plan and are divided by a private collector roadway (Mountain Lion Drive).

Land Use Categories **AMENDMENT #1** *(note: all amendments are highlighted)*

The Project straddles two "land use categories" as defined in the City of Loveland 2005 Comprehensive Plan. The westerly portion of the site (west of Mountain Lion Drive) lies within the land use category designated for Corridor Commercial development. The easterly portion (east of Mountain Lion Drive) lies within the land use category designated for Employment development. **Multifamily residential use shall also be included in Non-Primary Workplace Uses.**

Highway 34 Corridor Zones

The Project also straddles two corridor zones as described in the Highway 34 Corridor Plan. The westerly portion of the site lies within the "Transition Zone", while the easterly portion is included in the "Central Zone". Additionally, the intersection of Sculptor Drive and Highway 34 is designated as an important view corridor node, which places certain height restrictions on buildings near Highway 34 within the project area, in order to maintain views to the western mountain ranges.

Zoning

Under the City's adopted Comprehensive Plan, the westerly portion of the site is covered by a Corridor Commercial land use designation, which would allow Mixed-Use Activity Center (MAC), and B-Business zoning. The easterly portion are covered by an Employment land use designation, which would allow B-Business, I-Industrial, and E-Employment zoning.

The desired zoning for the entire project site is MAC, with provisions to create a unified and flexible framework that allows developers to be responsive to market demands, while ensuring compliance with the Comprehensive Plan and the Highway 34 Corridor Plan.

Goals & Objectives

The primary goals of the development concept for the Project are as follows:

- Construction of facilities that meet regional needs and market demands for all uses permitted under the Comprehensive Plan and the requested zoning.
- Establishment of a flexible project plan that will be quickly adaptable in response to the needs of prospective occupants.
- Accommodation of prospective businesses that wish to maintain a City of Loveland identity while capitalizing on direct access to major transportation corridors.
- Preservation of land use flexibility by establishing land use parameters that can be distributed throughout the site.
- Creation of a framework that will lend itself to an overall "campus style" of development.
- Provision of clear design standards that will establish a unified development theme.

Land Use **AMENDMENT #1**

The B-Business, E-Employment, and I-Industrial zoning requirements are referenced in this development plan to establish compliance with the Comprehensive Plan in conjunction with an overall MAC zoning designation as shown in Table 1.

E-Employment zoning requires a balance of land uses between "Primary Workplace Uses" and "Non-Primary Workplace Uses". Primary Workplace Uses include, but are not limited to such activities and facilities as office, research, light industrial, public and private schools, financial services, health care service facilities, hospitals, congregate care facilities, long-term care facilities, medical and dental laboratories, print shop, research laboratory, and accessory buildings and uses. Non-Primary Workplace Uses are those uses that are intended to support and complement the Primary Workplace Uses, including but not limited to retail, restaurant, **multi-family residential**, convenience, and other compatible uses and facilities. Under the terms of the E-Employment zoning district, "Not more than 40% of the land area within a development plan should be dedicated to Non-Primary Workplace Uses." (Section 18.30.040 Loveland Municipal Code 2/26/08). **Multi-family residential use shall also be included in Non-Primary Workplace Uses. With the addition of residential uses to the concept plan, a maximum number of Dwelling Units per Acre (du/acre) is introduced. Consistent with the MAC Zone, residential uses are allowable up to 16 du/acre.**

The Concept Plan for the Project addresses this land use requirement by distributing the Primary Workplace Uses throughout the 58.7 acre site to provide a well integrated development. Distribution of the Primary Workplace Uses also serves to effectively influence the flow of traffic to and from the development away from constricted areas and toward access points with adequate capacity.

The various sections of the City's Zoning Code also regulate inclusion of open space within the development. While the MAC zoning district does not specify open space requirements, the E-Employment district requires a minimum of 20% open space distributed in a manner that will ensure an integrated open space network as a component of effective "campus style" site design. In the B-Business and I-Industrial zoning districts, the open space requirement is 10%. For the purposes of this Plan, open space refers to common open space features, including landscaped buffer yards, parks, plaza spaces, entrance treatments and natural areas, but excludes landscaped areas within the portions of the Highway 34 Corridor setback area on the Easterly parcel and landscaped areas within parking lots.

The following table presents a reconciliation of land uses presented in the Concept Plan for the Project in compliance with requirements of the City's Comprehensive Plan and Zoning Code. Within the Concept Plan for the Project, Primary Workplace Uses are collectively designated as "Office/Employment" or "Light Industrial" and Non-Primary Workplace Uses are collectively designated as "Retail" or "Restaurant". Open space uses are designated as such. As shown, the allocation of uses shown in the Concept Plan satisfies the Comprehensive Plan requirements for both the Western and Eastern parcels, when viewed as a single Project.

Framework

Framework elements for the Project will establish the basic structure of the Project and facilitate design continuity as the site is developed over time. The Framework elements include the frontage along East Eisenhower Boulevard, Plan Areas, vehicular access points, primary internal circulation corridors, and pedestrian connectivity routes. Within the structure of the project framework, flexibility will be allowed in the design of specific components and the development sequence of the various Plan Areas, which may be implemented in phases under the coordination of the Master Developer.

AMENDMENT #1

	Existing Parcel	Annexation Parcel
Total Gross Site Area	58.8 Acres	17.4 Acres
Total Area Dedicated to R.O.W.	2.1 Acres	.5 Acres
New Site Development Area:	56.7 Acres	16.9 Acres
		39.8 Acres

	Concept Plan Designation	Existing Parcel	Annexation Parcel	Project Total
Comprehensive Plan Designation		Corridor Commercial	Employment	
Allowable Zoning (excluding PUD)		B-Business MAC	B-Business E-Employment I-Industrial	MAC
Required Primary Workplace Uses	Office, Employment or Light Industrial		60%	23.9 Acres
Allowable Non-Primary Workplace Uses	Retail Restaurant Residential	100%	40%	32.8 Acres
Site Area		16.9 Acres	39.8 Acres	56.7 Acres
Open Space	Open Space	10%	20%	9.7 Acres

- Notes:
1. Site areas presented represent a compilation of individual land use designations that are merged and re-distributed throughout the site in the concept plan.
 2. Open space excludes the Highway 34 corridor setback area on the Eastern Parcel pursuant to Section 18.30.040 of the Loveland Municipal Code. Highway 34 Corridor setbacks are included in open space calculations on the Western Parcel as allowed in Section 18.29 of the Loveland Municipal Code.
 3. Open space excludes landscaped islands within parking lots.
 4. Primary and Non-Primary Workplace Use areas will incorporate a minimum of 9.6 acres of open space throughout the Project site.

East Eisenhower Frontage

The East Eisenhower frontage will consist of a 60-80 foot setback area along the Eisenhower Boulevard frontage, measured from the ultimate edge of asphalt of East Eisenhower Boulevard. A minimum 6 foot wide concrete walk will meander along the entire frontage of the property. Sculpted berms, extending 4-6 feet above existing grade, or landscape hedges will create visual interest and screen adjacent parking lots. Storm water detention facilities will be incorporated into this area, with smooth, gradual transitions between high and low points. Irregular drifts of landscape materials will provide additional screening, where appropriate, and frame important views into the Project site.

Plan Areas / Tracts

The Project is divided into 8 Plan Areas, which are designated A - H on the Concept Plan. The boundaries of these Plan Areas correspond exactly to similarly designated Tracts on the Preliminary Plat. With the exception of Plan Area H, which consists of a small area of the site projecting north across the Greeley-Loveland Irrigation Canal, and which will remain as undeveloped open space, these Plan Areas will serve to delineate the fundamental development parcels for the Project. The location and configuration of these Plan Areas are illustrated in the Concept Plan on Sheet 4.

Five non-exclusive concept alternatives, covering a total of 8 Plan Areas, are illustrated on Sheets 5 and 6. The depiction of the development of each Plan Area on the Concept Plan, as well as in the alternative layouts, is conceptual in nature, and is designed to demonstrate the intended planning flexibility needed for the overall effective and efficient development of the Property. This flexibility will permit land uses within each Plan Area to be tailored to respond to market conditions and demands, within the overall development constraints of the Project, facilitating the development while maintaining compliance with the requirement of the Comprehensive Plan and the Zoning Code, for the zoning districts set forth above.

For example, if the alternate conceptual layouts for Plan Areas A and D are implemented, the westerly portion of the site may include uses consistent with the B - Business land use category, as well as the E - Employment land use category. Similarly, the eastern portion of the site may also include a mixture of uses consistent with the B - Business land use category as well as the E - Employment land use category, such that the overall mix of land uses throughout the Project is in compliance with the intent of the Comprehensive Plan. The alternate conceptual layout for Plan Area E simply shows the substitution of a single large office building for the three smaller office buildings shown on the Concept Plan, with no change in the Primary Employment Use. Likewise, no change in the Primary Employment Use would result from the substitution of the alternate conceptual layout shown for Plan Areas E, F, and G where larger, Flex Space buildings are shown in lieu of the smaller office buildings shown on the Concept Plan; however Alternative 4 illustrates all employment uses on the eastern 40 acre area which would result in a greater quantity of employment uses.

AMENDMENT #1

Alternative 5 illustrates multifamily residential development on Plan Areas E, F and G and alternative 6 illustrates employment uses on Plan Area E and multifamily residential development on Plan Areas F and G.

For alternatives 5 and 6, the area north of Tanima Peak Road and east of Mountain Lion Drive has been reconfigured to illustrate alternatives for a multifamily residential development. The Plan Areas will remain the same as the Concept Plan. To the extent required, property lines will be accommodated through a subdivision or lot merger permitted under the City of Loveland Development Code.

Alternative 5 illustrates multifamily residential development on the 23.4 acre area that encompasses Plan Areas E, F, G, H, I, and J. Alternative 6 illustrates a smaller multifamily residential development on Plan Areas I and J and portions of Plan Areas F and G. The Development Yield Tables for both alternatives illustrate that there is sufficient land remaining available to accommodate the minimum 23.9 acres and 300,000 square feet of Primary Workplace Uses required by the Concept Plan in the areas shown. This will be confirmed by the City's approval of the Comprehensive Plan Compliance Checklist submitted by the developer pursuant to section 2.2.17 of the Annexation and Development Agreement.



4696 Broadway St.
Boulder, CO 80304
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LOVELAND EISENHOWER ADDITION
MAC CONCEPT MASTER PLAN
AMENDMENT #1
Loveland, Colorado | April 2014 (submittal 7)

CLIENT
Loveland Eisenhower
Investments, LLC

CONSULTANTS
MIG, Inc.
Urban Design/Planning

TFG Design, LLC
Landscape Architect

Owen Consulting Group Inc.
Engineering

Delich Associates
Traffic & Transportation

Minimum Primary Workplace Uses AMENDMENT #1

In no event will the Project, once built out, contain less than 23.9 acres developed with no less than 300,000 square feet of buildings designed to house Primary Workplace Uses. Primary Workplace Uses may share a building with other uses, in which case, the land area will be calculated proportionally, determined by the floor area of the building allocated to each such use. Pursuant to the Annexation and Development Agreement applicable to the Project, as amended, each Plan Area Development Plan application must include a reconciliation of land uses presented in the Concept Plan to ensure Comprehensive Plan compliance. See Figure 1- Comprehensive Plan Compliance Checklist* for compliance requirements.

Figure 1: Comprehensive Plan Compliance Checklist

Loveland Eisenhower Addition Comprehensive Plan Compliance Validation					
	Previously Approved LEI Tracts	Tract Proposed for Approval	Cumulative Project (Approved and Proposed)	Comprehensive Plan Requirements	Comp Plan Requirements able to be Satisfied with Remaining Acreage?
Required Primary Workplace Uses	___ acres	___ acres	___ acres	24 acres	<input type="checkbox"/> yes <input type="checkbox"/> no
Allowable Non-Primary Workplace Uses	___ acres	___ acres	___ acres	33 acres	<input type="checkbox"/> yes <input type="checkbox"/> no
Residential Uses	___ acres	___ acres	___ acres	16 DU/Acre	<input type="checkbox"/> yes <input type="checkbox"/> no
Open Space	___ acres	___ acres	___ acres	9.7 acres	<input type="checkbox"/> yes <input type="checkbox"/> no
Traffic Study Addendum attached validates compliance with ACF exemption?					<input type="checkbox"/> yes <input type="checkbox"/> no
Tract proposed in compliance with Comprehensive Plan?					<input type="checkbox"/> yes <input type="checkbox"/> no
All uses proposed in compliance with MAC Zone?					<input type="checkbox"/> yes <input type="checkbox"/> no

Traffic Generation

The basic infrastructure and internal circulation patterns will remain substantially the same regardless of the internal development of the individual Plan Areas. Traffic volumes expected to be generated by the Project will be generally as shown in the Tables 2, 3, 5, 6, 7 and 8. The peak hour trips are anticipated to be distributed among the Project accesses generally as shown in the following Table 4. The data in these two tables are excerpted from the Traffic Impact Study for the Project (Delich Associates, November, 2008).

The data presented in these tables represent the material traffic impacts due to site development as depicted on the Concept Plan and the layout alternatives. The actual traffic impacts may vary slightly as a result of implementation of various alternatives in the ultimate development of the respective Plan Areas. However, the impacts represented by the data presented above are considered to be a reasonable representation of the maximum anticipated traffic impacts of the Project, and can be used to establish a "traffic budget" for the Project. Any proposal to adopt an alternative land use mix for a particular Plan Area will require a demonstration that the aggregate traffic impacts for the Project (including the proposed alternative) are consistent with this traffic budget.

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
West 17 Acres												
710	General Office	167.5 KSF	11.01	1840	1.36	228	0.19	32	0.25	42	1.24	208
820	Retail	5.0 KSF	42.94	210	0.63	3	0.40	2	1.80	9	1.95	10
912	Drive-in bank	5.0 KSF	168.58	840	5.10	26	3.85	19	7.44	37	7.60	38
	3 Windows		101.06	300	6.20	19	4.68	14	9.05	27	9.25	28
	Average			570		23		17		32		33
	Subtotal			2620		254		51		83		251
East 40 Acres												
820	Retail	100.3 KSF	42.94	4310	0.63	63	0.40	40	1.80	181	1.95	196
710	General Office	271.0 KSF	11.01	2980	1.36	369	0.19	51	0.25	68	1.24	336
932	Sit-down Restaurant	7.4 KSF	127.15	940	5.99	44	5.53	41	6.66	49	4.26	32
934	Fast-food Restaurant w/Drive-thru	3.5 KSF	496.12	1740	27.09	95	26.02	91	18.01	63	16.63	58
	Subtotal			9970		571		223		361		622
	Total East & West			12,590		825		274		444		873
	Less Internal Trip Capture			2510		69		69		74		74
	Total			10,080		756		205		370		799

AMENDMENT #1

Tables 7 and 8 incorporate maximum development yields for each basic type of use. This information is provided to best analyze associated traffic impacts, fiscal impacts and economic projections for land use designations. The floor areas and du/acres directly correlate to the concept plan in terms of general placement and concentrations of uses throughout the development. Traffic volumes and patterns expected to be generated by the uses shown in Alternatives 5 and 6 are illustrated on tables 7 and 8, below. The peak hour trips are anticipated to be distributed among the project accesses.

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
West 17 Acres												
881	Pharmacy w/drive-thru	15.0 KSF	88.16	1320	1.52	23	1.14	17	4.22	63	4.40	66
820	Retail	33.0 KSF	42.94	1420	0.63	21	0.40	13	1.80	59	1.95	64
710	General Office	60.0 KSF	11.01	660	1.36	82	0.19	11	0.25	15	1.24	74
932	Sit-down Restaurants (2)	10.0 KSF	127.15	1270	5.99	60	5.53	55	6.66	67	4.26	43
820	Retail	5.0 KSF	42.94	210	0.63	3	0.40	2	1.80	9	1.95	10
912	Drive-in bank	5.0 KSF	168.58	840	5.10	26	3.85	19	7.44	37	7.60	38
	3 Windows		101.06	300	6.20	19	4.68	14	9.05	27	9.25	28
	Average			570		23		17		32		33
	Subtotal			5450		212		115		245		290
East 40 Acres												
820	Retail	100.3 KSF	42.94	4310	0.63	63	0.40	40	1.80	181	1.95	196
710	General Office	271.0 KSF	11.01	2980	1.36	369	0.19	51	0.25	68	1.24	336
932	Sit-down Restaurant	7.4 KSF	127.15	940	5.99	44	5.53	41	6.66	49	4.26	32
934	Fast-food Restaurant w/Drive-thru	3.5 KSF	496.12	1740	27.09	95	26.02	91	18.01	63	16.63	58
	Subtotal			9970		571		223		361		622
	Total East & West			15,420		783		338		606		912
	Less Internal Trip Capture			3520		98		98		102		102
	Total			11,900		685		240		504		810

AWDTE	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Trips				
11,900	756	205	504	810

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
West 17 Acres												
710	General Office	167.5 KSF	11.01	1840	1.36	228	0.19	32	0.25	42	1.24	208
820	Retail	5.0 KSF	42.94	210	0.63	3	0.40	2	1.80	9	1.95	10
912	Drive-in bank	5.0 KSF	168.58	840	5.10	26	3.85	19	7.44	37	7.60	38
	3 Windows		101.06	300	6.20	19	4.68	14	9.05	27	9.25	28
	Average			570		23		17		32		33
	Subtotal			2620		254		51		83		251
East 40 Acres												
820	Retail	100.3 KSF	42.94	4310	0.63	63	0.40	40	1.80	181	1.95	196
110	Industrial	80.0 KSF	6.97	560	0.69	55	0.15	12	0.18	14	0.86	69
710	General Office	161.0 KSF	11.01	1770	1.36	219	0.19	31	0.25	40	1.24	200
932	Sit-down Restaurants	7.4 KSF	127.15	940	5.99	44	5.53	41	6.66	49	4.26	32
934	Fast-food Restaurant w/Drive-thru	3.5 KSF	496.12	1740	27.09	95	26.02	91	18.01	63	16.63	58
	Subtotal			9320		476		215		347		555
	Total East & West			11,940		730		266		430		806
	Less Internal Trip Capture			2510		69		69		74		74
	Total			9430		661		197		356		732

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
West 17 Acres												
710	General Office	167.5 KSF	11.01	1840	1.36	228	0.19	32	0.25	42	1.24	208
820	Retail	5.0 KSF	42.94	210	0.63	3	0.40	2	1.80	9	1.95	10
912	Drive-in bank	5.0 KSF	168.58	840	5.10	26	3.85	19	7.44	37	7.60	38
	3 Windows		101.06	300	6.20	19	4.68	14	9.05	27	9.25	28
	Average			570		23		17		32		33
	Subtotal			2620		254		51		83		251
East 40 Acres												
110	Industrial	200.0 KSF	6.97	1400	0.69	138	0.15	30	0.18	36	0.86	172
710	General Office	200.0 KSF	11.01	2200	1.36	272	0.19	38	0.25	50	1.24	248
	Subtotal			3600		410		68		86		420
	Total East & West			6220		664		119		169		671
	Less Internal Trip Capture			460		16		16		18		18
	Total			5760		648		103		151		653

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
West 17 Acres												
Area A												
881	Pharmacy	15.0 KSF	96.91	1454	1.79	27	1.66	25	4.955	74	4.955	74
932	Sit-down Restaurant (2)	10.0 KSF	127.15	1272	5.95	60	4.86	49	5.91	59	3.94	39
820	Retail	20.0 KSF	42.7	854	0.60	12	0.36	7	1.78	36	1.93	39
912	Drive-in Bank	5.0 KSF	148.15	740	6.89	34	5.19	26	12.15	61	12.15	61
	Area A Subtotal			4320		133		107		230		213
Area D												
710	General Office	45.5 KSF	11.03	502	1.36	62	0.19	9	0.25	11	1.24	56
110	Light Industrial	54.5 KSF	6.97	380	0.81	44	0.11	6	0.12	7	0.85	46
	Area D Subtotal			882		106		15		18		102
	West 17 Acres Total			5202		239		122		248		315
East 40 Acres												
710	General Office	200.0 KSF	11.03	2206	1.36	272	0.19	38	0.25	50	1.24	248
220	Apartment	368 DU	6.65	2448	0.10	37	0.41	151	0.40	147	0.22	80
	East 40 Acres Total			4654		309		189		197		328
	Grand Total			9856		548		311		445		643

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
West 17 Acres												
Area A												
881	Pharmacy	15.0 KSF	98.91	1454	1.79	27	1.66	25	4.955	74	4.955	74
932	Sit-down Restaurant (2)	10.0 KSF	127.15	1272	5.95	60	4.86	49	5.91	59	3.94	39
820	Retail	50.0 KSF	42.70	2136	0.60	30	0.36	18	1.78	89	1.93	97
850	Supermarket	30.0 KSF	102.24	3068	2.11	63	1.29	39	4.83	145	4.65	140
	West 17 Acres Total			7930		180		131		367		350
East 40 Acres												

Access

Major points of ingress and egress have been identified on the Concept Plan. Primary access to the eastern portion of the Project site will occur from Tanima Peak Street and Sculptor Drive. A ¼ movement access will be available from Eisenhower Boulevard in the central region of the site, at the future extension of Mountain Lion Drive. A third, and lesser, access to the western portion of the site will be available from Denver Avenue. The Concept Plan, as well as the alternative layouts, are designed to focus traffic flows to the appropriate access points and to limit traffic volumes, as much as possible, at the Denver Avenue access point. This focusing of traffic flow will mitigate Level of Service (LOS) concerns that already exist at the intersection of Denver Avenue and Eisenhower Boulevard.

Vehicular Circulation

Mountain Lion Drive and Tanima Peak Street will serve as the primary internal vehicular circulation routes. These will be designated as private drives, although constructed to LCUASS standards, and will be the first internal roadways constructed. Secondary, emergency access will be provided congruent to the recreation trail easement located along the north property line and portions of the east property line.

Recreation Trail

A recreation trail is shown on the Concept Plan along the north and east perimeters of the site. This location will allow for uninterrupted regional pedestrian circulation through the Project. The City of Loveland 10' Recreation Trail & City of Loveland 30' Recreation Trail Easement will be constructed by the City of Loveland Parks and Recreation Department. Pedestrian connections will be made at logical intervals along the regional trail to draw pedestrians into the Project site. Internal pedestrian circulation routes will consist of an interconnected network of walkways and shall be constructed and maintained by the owner/developer.

Defining Elements

Defining elements are common area features that are built in coordination with Site Specific Development Plans for the respective plan areas. They are shown on the Concept Plan relative to the Framework elements listed above. Defining elements include public plazas, open spaces, building orientation, pedestrian connectivity, common spaces (including a pool and clubhouse) signs, views, and parking. Defining elements may shift or evolve as developments in the respective Plan Areas emerge, but will serve to unify the entire Project by incorporating the common design themes into Site Specific Development Plans in accordance with the Concept Plan and the Design Standards.

AMENDMENT #1

The defining elements of residential uses include pedestrian connectivity, common spaces (including a pool and clubhouse). Defining elements may shift or evolve as developments in the respective Plan Areas emerge, but will serve to unify the entire Project by incorporating the common design themes into Site Specific Development Plans in accordance with the Concept Plan and the Design Standards.

Public Plazas and Shared Open Spaces

In general open spaces in the non-Primary Workplace areas will be primarily hardscape plazas, while the open space areas of the employment campuses will have a more "softscape" character. There will be a minimum of 60% hardscape in retail-commercial public plazas, while Primary Workplace open space areas will be shared between buildings, and will consist of a minimum 60% softscape features. The Primary Workplace campuses will incorporate more passive trail linkages and informal landscape groupings with seating, etc. as described below.

Formal public plazas will be provided in any retail-commercial areas in both the east and west regions of the Project, as shown on the Concept Plan (between Denver Avenue and Mountain Lion Drive, and between Mountain Lion Drive and Sculptor Drive). These plazas are intended for pedestrian movement, as well as a public gathering place. They should accommodate both functions by providing enough space for pedestrian through traffic, as well as providing tables and outdoor seating areas for gathering. Outdoor features should have flexible layouts to accommodate various activities that may occur in the plaza. Public plazas should incorporate a mixture of hardscape and landscape with a minimum of 60% hardscape area (see Figure 1 on Sheet 7).

Office plazas are intended to be used during office hours as passive outdoor spaces for eating, strolling, outdoor meetings, and relaxation. The space should provide shaded outdoor sitting areas and landscaping. Office plazas should incorporate a mixture of landscape and hardscape with a minimum of 60% landscaped area (see Figure 2 on Sheet 7).

Open Space

The Concept Plan, as presented, complies with the open space requirements of the applicable zoning districts. In accordance with the requirements of the Comprehensive Plan land use designations for the Project site, the entire Project will include a minimum of 9.7 acres of open space exclusive of the East Eisenhower Boulevard setback and the parking lot islands. Wherever possible, open spaces will be interconnected and continuous, and in addition to maintaining separation between the various buildings, open space areas will also be used to incorporate visual interest, pedestrian connections, and open swale storm water management facilities throughout the Project site.

Pedestrian Connectivity

Internal pedestrian and bicycle circulation routes will be provided as part of every Site Specific Development Plan. Each plan will integrate continuous connections between major features and buildings on the site.

Where it is necessary for the primary pedestrian circulation routes to cross major vehicular corridors, drive aisles, parking lots, or other internal circulation routes, the pedestrian crossing will emphasize and place priority on pedestrian access and safety by utilizing distinctive paving materials. The material and layout of the pedestrian access will be continuous as it crosses the vehicular route, with a break in continuity of the driveway paving and not the pedestrian circulation way. The pedestrian crossings will be well marked, using low-maintenance pavement treatments such as scored concrete with an appropriate size score pattern, colored concrete, pavers, brick or other similar materials that are compatible with the architectural and landscape theme of the Project.

Views

View protection is provided in the Concept Plan. The Concept Plan delineates the view corridor required by the Highway 34 Corridor Plan and building height limitations are shown on the various building envelopes within the view corridor. These limitations will be strictly enforced.

A sculpture or architectural or landscape feature will be provided at the northern terminus of Mountain Lion Drive to provide a focal point for this corridor. An example is illustrated in the Mountain Lion Drive perspective sketch (see Figure 3 on Sheet 7). This element will be large enough to be visible from the intersection of Highway 34 and Mountain Lion Drive.

Signs

Project signage will be located at the major access points to the site at Denver Avenue, Mountain Lion Drive and Sculptor Drive. These major project signs will be of similar materials and character to the buildings within the Project. An internal way-finding system will utilize signage design that is also consistent with building materials and architectural character. All buildings throughout the Project will employ a common signage treatment, utilizing graphics and materials that help to unify the Project. All signs will be subject to review and approval in accordance with a sign program for the Project that will be submitted under a separate cover for review and approval by City staff.

Parking

The parking lots are predominantly located within reasonable proximity to the buildings they serve, and are located so as to encourage shared use. The office portions of the Project will also include several linked parking lots rather than one large parking area. Ample landscaping will be provided throughout the parking areas for shade and screening. Large expanses of parking will be avoided by partitioning the parking lots with landscaped medians and islands. See Section entitled "Parking Lot Landscaping" in the Landscape Development Standards included herein for specific standards for placement and size of parking lot islands, medians and walks. These standards are provided to create parking lots that are pedestrian-friendly and attractive.

Implementation

The Concept Plan is presented to account for three basic elements for land use planning: *Floor Area, Open Space, and Parking*. All three elements fit together to create an integrated Concept Plan with a stable framework that can be consistently applied to specific development projects while maintaining the overall development intent. The three elements exceed current City of Loveland Development Code minimums to allow for design flexibility without compromising minimum standards for development. The plan incorporates the following allowances:

Floor Area is provided in maximum square footage for primary and non-primary uses. The tables provided for each of the concept alternatives incorporate maximum development yields for each basic type of use. This information is provided to best analyze associated traffic impacts, fiscal impacts and economic projections for land use designations. The floor areas directly correlate to the concept plan in terms of general placement and concentrations of uses throughout the development.

The plan seeks vesting for the floor areas as provided. It should be noted that the floor areas provided on the plan are approximately 10-15% less than would be allowed under current City of Loveland development codes. However, the floor areas maintain an appropriate ratio of Primary Workplace to Non-Primary Workplace uses as required in the Comprehensive Plan. The reduction in overall density will contribute to traffic mitigation measures, allow for increased open space, and allow for increased parking allocations that better meet market demands for particular uses.

Open Space shown on the concept plan exceeds the minimum requirement as provided in the City of Loveland Development Codes. The Plan depicts a Comprehensive Plan minimum overall open space requirement of 9.7 acres as calculated in Table 1. The actual open space areas shown on the Concept Plan are in the form of public plazas, common areas, pedestrian connections and buffer yards are in excess of 20% of the total land area. The building envelopes provide a general placement for buildings and are somewhat larger than the actual building footprints. This will allow for additional open space in the form of entry features and foundation landscape features.

Parking allocations provided are in excess of City of Loveland Development Codes in order to maximize potential for higher parking yields without compromising open space and development yields.

Procedures for Design Review

Each of the Plan Areas will be implemented in its entirety through the creation of a Subdivision Plat for the platted tract, (which correlates to the Plan Areas in the Concept Plan). The Subdivision Plat will provide for required public improvements and coordinated implementation of individual pad sites located within the tract. Pad sites will be implemented by the establishment of a Site Specific Development Plan, as required by the City of Loveland Building Department.

Throughout this process the Property Owner or Master Developer will present documentation to the City demonstrating continued compliance with the Comprehensive Plan, as well as with the Project Traffic Budget and minimum Primary Workplace Uses criteria as described in the Plan. This demonstration of compliance will occur at the time of approval of the final plat for each Plan Area.

The implementation of alternative development concepts for respective Plan Areas, such as those depicted in the non-exclusive examples shown for several of the Plan Areas will be considered with every Subdivision Plat application. The goal is to ensure compatibility of the overall Project and full compliance with the Comprehensive Plan and the Traffic Budget for the Project.

Unified Design Agreement

The fact that the boundaries of the Property abut streets and an irrigation ditch means that there is no necessity to enter into a unified design agreement with adjacent property owners. The Master Developer and any other developers of improvements on the site will be required to comply with the "campus style" character design standards and guidelines included herein. The design guidelines will accommodate changing conditions over time.

AMENDMENT #1

The **infrastructure for the** Project will be developed in phases. The first phase will include construction of the Highway 34 improvements and frontage, as well as the Sculptor Drive and Denver Avenue improvements. **In the event there are no phase one improvements for the Plan Areas west of the private drive extension of Mountain Lion Drive (A and D); the first phase will not include Denver Avenue.**

Landscape treatments for the Sculptor Drive and Denver Avenue frontage will be included with the roadway improvements. These treatments will be shown and approved in the Final Public Improvement Construction Package (PICP) included with the Preliminary Plat application materials. The landscape treatments will satisfy City of Loveland buffer yard requirements to the greatest extent practicable in light of unknown future development that may occur within lots fronting these roadways.

Next, the primary internal circulation routes will be constructed, including the private drive extensions of Mountain Lion Drive and Tanima Peak Street. All applicable utilities that will lie within these streets and drives will be installed at the time of their construction. The buildings, private drives and associated infrastructure within the various Plan Areas will be constructed in response to market demand. Plazas and other public spaces will be constructed in conjunction with the construction of adjacent buildings comprising more than 30% of the buildings fronting on a particular plaza or open space.



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Boulder, CO 80304
303-440-9200

LOVELAND EISENHOWER ADDITION
MAC CONCEPT MASTER PLAN
AMENDMENT #1
Loveland, Colorado | April 2014 (submittal 7)

CLIENT
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TFG Design, LLC
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Engineering

Delich Associates
Traffic & Transportation

CLIENT
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Investments, LLC

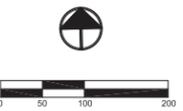
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Traffic & Transportation

- Office/ Employment
- Commercial/Retail/
Restaurant
- Major Pedestrian Plaza
- Residential
- Parking Area
- Open Space



Concept Plan	Area Acres	Proposed Development yield		
		Building SF	Parking available	proposed /1000 SF
Westerly portion of the site				
Retail		5,000	30	6.0
Drive-in Bank		5,000	25	5.0
Office		167,500	672	4.0
sub-total	16.9	177,500	727	4.1
Easterly portion of the site				
Retail		100,300	570	5.7
Office		271,000	1,084	4.0
Restaurant		7,400	74	10.0
Fast Food with Drive-thru		3,500	35	10.0
sub-total	39.8	378,700	1,728	4.6
Total of net developable area	56.7	556,200	2,455	4.4



NOTE:
Additional US 34 Right of Way shall be dedicated by separate instrument pursuant to requirements as determined at the time of Final Public Improvement Construction Drawings.

60'-80' BUILDING AND PARKING LOT SETBACK AS
REQUIRED IN THE US 34 COORIDOR PLAN

PROPERTY LINE

DENVER AVENUE

MOUNTIAN LION DRIVE

SCULPTOR DRIVE

ALLENDALE NEIGHBORHOOD

CHUBBUCK DITCH

Mourgate Drive

CITY OF LOVELAND 10' RECREATION TRAIL
CITY OF LOVELAND 30' RECREATION TRAIL
EASEMENT

PEDESTRIAN CONNECTION TO THE EXISTING NEIGHBORHOOD
PEDESTRIAN CONNECTION
25' SETBACK FROM ROW

RIGHT OF WAY SCULPTOR DRIVE
15' SETBACK FROM ROW
PEDESTRIAN CONNECTION
VIEW COORIDOR

BUILDING HEIGHT LIMITATIONS

PLAN AREA A

PLAN AREA D

PLAN AREA E

PLAN AREA B

PLAN AREA F

PLAN AREA G

PLAN AREA H

PLAN AREA I

PLAN AREA J

PLAN AREA C

TANIMA PEAK STREET

EISENHOWER/ HIGHWAY 34

45'

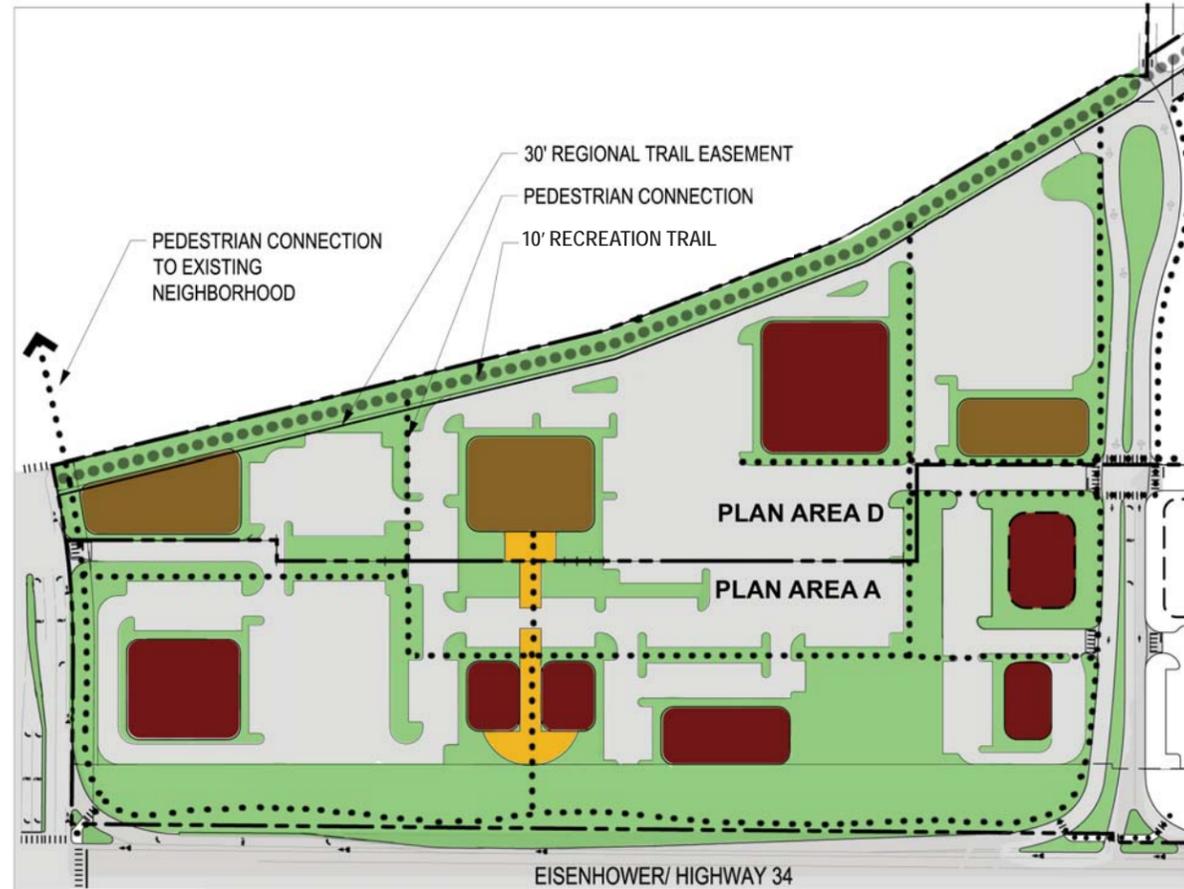
35'

45'

25'

15'

15'



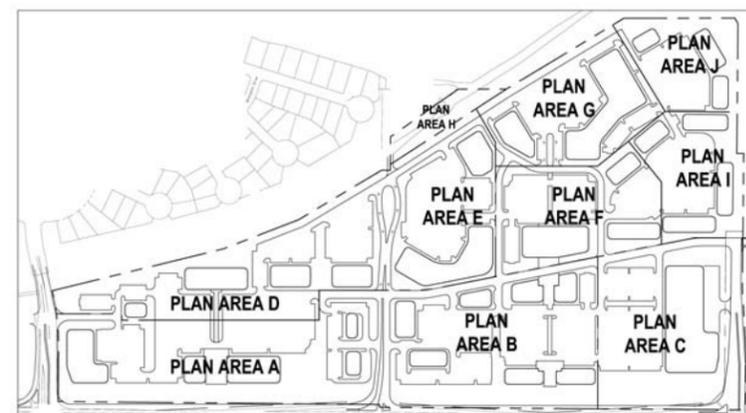
ALTERNATIVE 1: PLAN AREAS A, D

Alternative 1 (Alternate Plan Areas A and D)	Area Acres	Proposed Development yield		
		Building SF	Parking available	Parking proposed /1000 SF
Westerly portion of the site				
Retail		53,000	275	5.2
Office		60,000	240	4.0
Restaurant		10,000	135	13.5
Drive-in Bank		5,000	25	5.0
sub-total	16.9	128,000	675	5.3
Easterly portion of the site				
Retail		100,300	570	5.7
Office		271,000	1,084	4.0
Restaurant		7,400	74	10.0
Fast Food with Drive-thru		3,500	35	10.0
sub-total	39.8	382,200	1,763	4.6
Total of net developable area	56.7	510,200	2,438	4.8



ALTERNATIVE 2: PLAN AREA E

Alternative 2 (Alternate Plan Areas E)	Area Acres	Proposed Development yield		
		Building SF	Parking available	Parking proposed /1000 SF
Westerly portion of the site				
Retail		5,000	30	6.0
Drive-in Bank		5,000	25	5.0
Office		167,500	672	4.0
sub-total	16.9	177,500	727	4.1
Easterly portion of the site				
Retail		100,300	570	5.7
Office		271,000	1,084	4.0
Restaurant		7,400	74	10.0
Fast Food with Drive-thru		3,500	35	10.0
sub-total	39.8	382,200	1,763	4.6
Total of net developable area	56.7	559,700	2,490	4.4

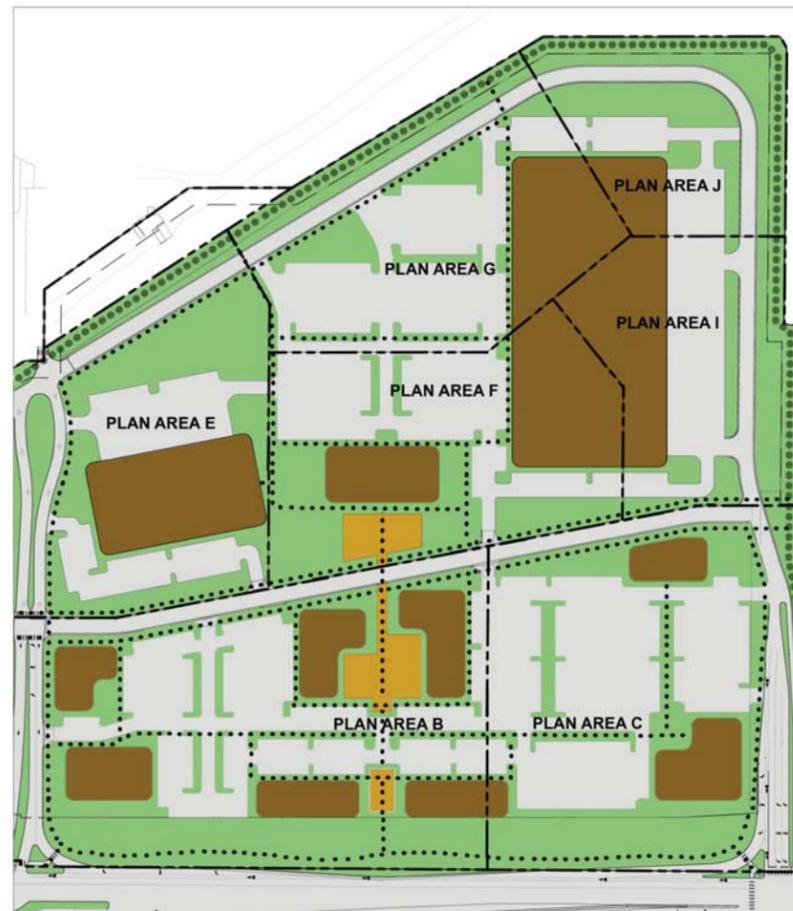


KEY PLAN



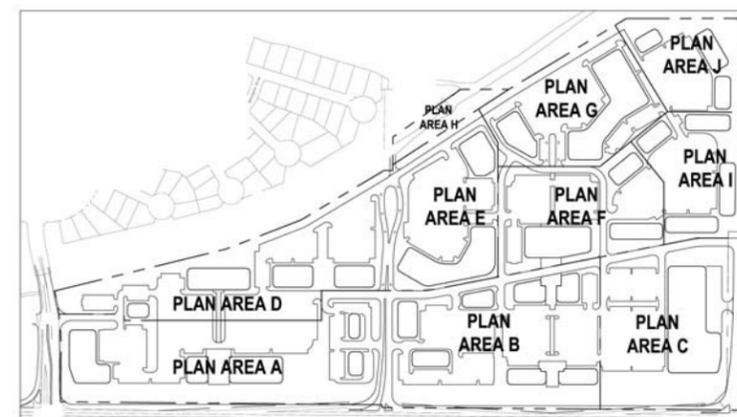
ALTERNATIVE 3: PLAN AREAS F, G, I, J

Alternative 3 (Alternate Plan Areas F, G, I, J)	Area Acres	Proposed Development yield		
		Building SF	Parking available	proposed /1000 SF
Westerly portion of the site				
Retail		5,000	30	6.0
Drive-in Bank		5,000	25	5.0
Office		167,500	672	4.0
sub-total	16.9	177,500	727	4.10
Easterly portion of the site				
Retail		100,300	570	5.7
Fast Food with Drive-thru		3,500	36	10.3
Lt Industrial		80,000	267	3.3
Office		161,000	651	4.0
Restaurant		7,400	74	10.0
sub-total	39.8	352,200	1,598	4.5
Total of net developable area	56.7	529,700	2,325	4.4



ALTERNATIVE 4: PLAN AREAS B, C, E, F, G, I, J

Alternative 4 (Alternate Plan Areas B, C, E, F, G, I, J)	Area Acres	Proposed Development yield		
		Building SF	Parking available	proposed /1000 SF
Westerly portion of the site				
Retail		5,000	30	6.0
Drive-in Bank		5,000	25	5.0
Office		167,500	672	4.0
sub-total	16.9	177,500	727	4.10
Easterly portion of the site				
Lt Industrial / Flex		200,000	400	2.0
Office		200,000	800	4.0
sub-total	39.8	400,000	1,200	3.0
Total of net developable area	56.7	577,500	1,927	3.3



KEY PLAN

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Investments, LLC

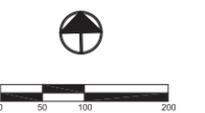
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Engineering

Delich Associates
Traffic & Transportation

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- Commercial/Retail/
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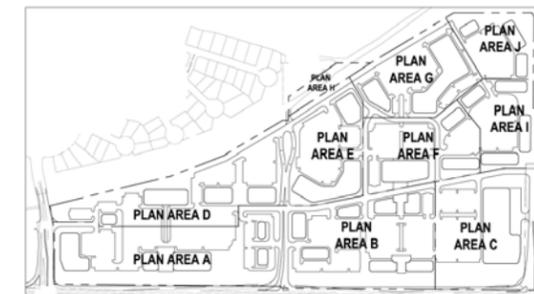




ALTERNATIVE 5 PROPOSED PLAN AREAS D, E-H

Alternative 5 (Plan Areas D, E-H)	Area Acres	Proposed Development Yield		
		Building SF / DU	Parking available	proposed /1000 SF
Westerly portion of the site				
Light Industrial		54,500	109	2.0
Office		45,500	182	4.0
Retail		35,000	145	4.1
Drive-in Bank		5,000	25	5.0
Restaurant		10,000	135	13.5
sub-total	16.9	150,000	596	4.0
Easterly portion of the site (East 40 Acre)				
Residential (16DU/ACRE)	23.41	368 DU	777	2.1/DU
Office	16.39	200,000	800	4.0
sub-total	39.8	200,000 SF / 368 DU	1,577	
Total of net developable area	56.7	350,000 SF / 368 DU	2,173	

ALTERNATIVE 5 PROPOSED DEVELOPMENT YIELD



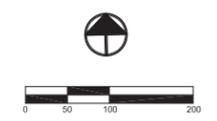
KEY: PLAN AREAS



MULTIFAMILY HOUSING ELEVATIONS - 24 UNIT BUILDING

- Composition Shingles
- Metal Fascia
Color: Glacier White
- Vinyl Shutters
Color: Autumn Red
- 5" Vinyl Trim
Color: Glacier White
- Aside Double 4" Dutch
Lap Vinyl Siding
Color: Antique Parchment
- Synthetic Stone
Color: Tan/Brown
Ledge Stone

- Office/ Employment
- Commercial/Retail/
Restaurant
- Major Pedestrian Plaza
- Residential
- Parking Area
- Open Space



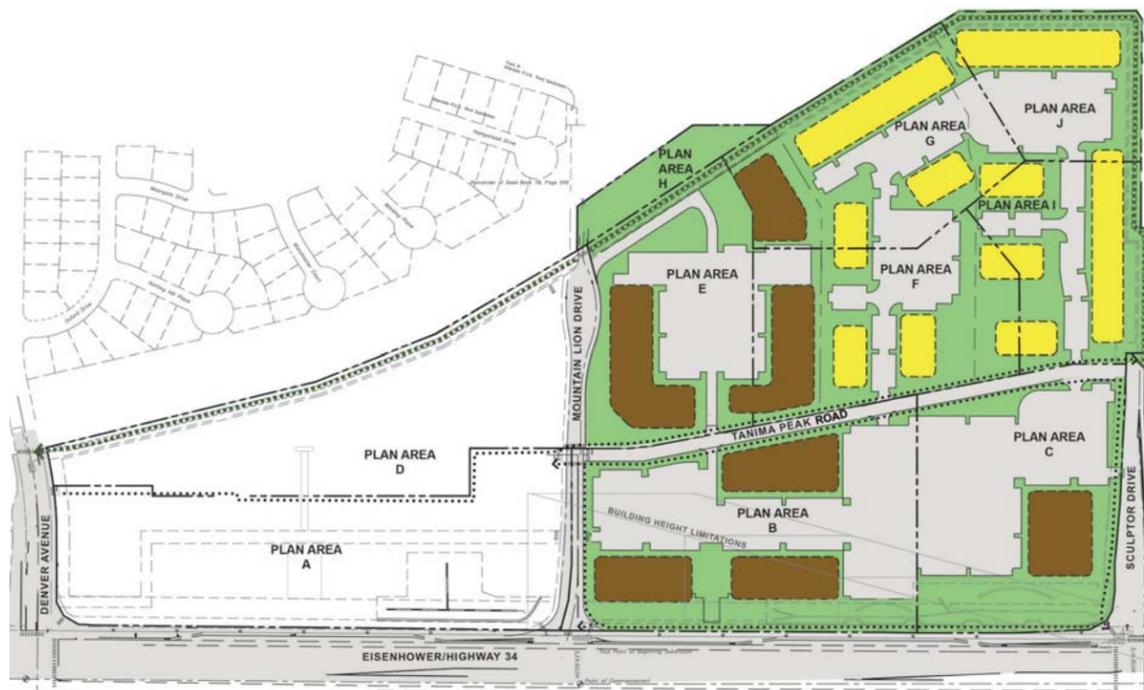
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Engineering

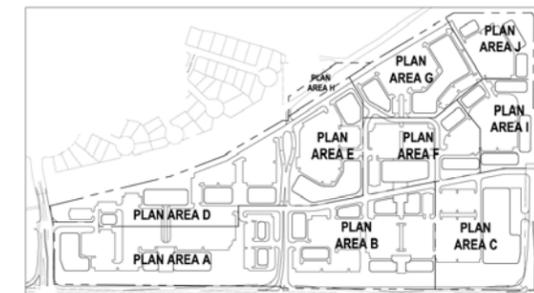
Delich Associates
Traffic & Transportation



ALTERNATIVE 6 PROPOSED PLAN AREAS B, C, E-H

Alternative 6 (Plan Areas B, C, E-H)	Area Acres	Proposed Development Yield		
		Building SF/DU	Parking Req'd / Proposed	Parking Ratio Stalls / 1000 SF / DU
Westerly portion of the site (17 acres)				
Retail		50,000	167	3.33
Restaurant (2, Sit-down)		10,000	50	5.00
Supermarket		30,000	100	3.33
Pharmacy		15,000	50	3.33
Sub-total	16.9	105,000	367	3.50
Easterly portion of the site (40 acres)				
Residential	15.0	240 DU	480	2 / DU
Light Industrial	7.9	100,000	200	2.00
Office	16.9	200,000	800	4.00
Sub-total	39.8	300,000 SF / 240 DU	1,480	3.00 / 2.00
Total of Net Developable Area	56.7	405,000 SF / 240 DU	1,847	3.375 / 2.00

ALTERNATIVE 6 PROPOSED DEVELOPMENT YIELD



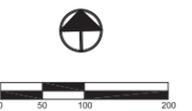
KEY: PLAN AREAS



MULTIFAMILY HOUSING ELEVATIONS - 16 UNIT BUILDING

- COMPOSITION SHINGLES
- METAL FASCIA
Color: Glacier White
- 5" VINYL TRIM
Color: Glacier White
- VINYL SHUTTERS
Color: Midnight Blue
- DOUBLE 4" DUTCH LAP
VINYL SIDING
Color: Cape Cod Gray
- 4" BRICK VENEER
Color: Gray/Black
- Note:
All siding, trim and shutters
materials are Alsie Prodigy

- Office/ Employment
- Commercial/Retail/
Restaurant
- Major Pedestrian Plaza
- Residential
- Parking Area
- Open Space



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Perspective Vantage Points



3 Figure 3. Mountain Lion Drive Looking North to Focal Point



1 Figure 1. Retail Plaza South of Tanima Peak Street



4 Figure 4. Highway 34 Looking into Site



2 Figure 2. Plaza Between Office Buildings



5 Figure 5. Tanima Peak Street West of Sculptor Drive



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Engineering

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Traffic & Transportation

CHARACTER
ILLUSTRATIONS

DESIGN STANDARDS

The following standards are provided to create a unified design theme throughout the Project. These standards will be incorporated into Site Specific Development Plans that are presented for City approval. These standards will be applied in addition to the development standards that have been adopted by the City of Loveland, as modified from time to time, including but not limited to the City of Loveland Municipal Code, Site Development Performance Standards and the Larimer County Urban Area Street Standards (LCUASS).

Architecture Development Standards

The Project will have a style of architecture that is rustic with a modern flair. Developers of respective Plan Areas will be required to design buildings that have a human scale, interest, and variety while maintaining an overall compatibility with adjoining or nearby buildings. All buildings should include a minimum of three of the following unifying design elements:

- Standing seam sloped metal roofs for small and medium buildings; parapet elements indicating the same for large buildings,
- Stone or brick bases,
- Stone entrance columns,
- Varying roof elements to signify building entries,
- Tower elements to delineate building terminuses,
- Awnings or suspended metal brows for shade and weather protection,
- Projecting sills.
 - A small building should be defined as any single structure that has a total gross floor area not to exceed 10,000 SF on the ground floor.
 - A medium building should be defined as any single structure that has a total gross floor area of more than 10,000 SF and less than 75,000 SF on the ground floor.
 - A large building should be defined as any single structure that is (1) 75,000 SF or larger in total gross square footage on the ground floor or (2) any building taller than 5 stories.

To maintain overall compatibility of the buildings throughout the Project, while allowing sufficient variation to avoid buildings being identical, the following techniques should be employed:

- Consistent building proportions and massing
- Consistent window and door patterns
- Similar building materials, textures, and colors
- Unifying elements in the building form such as recessed or projecting bays

Building Form

- Roof slopes should be consistent with adjacent buildings.
- Buildings should be designed so as to minimize snow shedding and runoff onto pedestrian areas and public ways.
- Building form should be oriented to take advantage of solar access and views.

Building Placement and Orientation

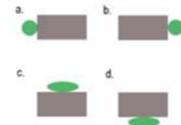
Buildings should be placed in substantial compliance with the building envelopes as shown on the Concept Plan to create attractive and useful outdoor spaces that frame "campus character". To the greatest extent possible,

- Buildings should be placed to provide edges or enclosure to street and open space, creating linkages and gateways, as well as framing or terminating views.
- Building primary entries should be oriented towards street, pedestrian circulation, plaza area or open space.
- Buildings should be placed to create a terminal vista on the northern ends of major plazas.
- Building envelopes shown in Plan Areas A, B & C on the conceptual plan that are shown without drive-aisles or parking lots between the building face and the E. Eisenhower frontage should be reflected this way on the associated Site Specific Development Plan.
- Buildings along the south side of Tanima Peak Street should be placed in close proximity of the street and streetscape features to maintain an urban-activity character.
- Buildings in Employment areas (such as in Plan areas E, F, G, I & J.) should be situated so that shared open space and common areas can be incorporated between the buildings.
- Buildings should typically stand between primary automobile circulation routes and parking lots. Parking lots should not be placed between primary circulation routes and the buildings they serve, with the exception of large buildings and buildings that include an industrial or "flex" space component, which are located North of Tanima Peak. In any case parking lots can front primary circulation routes with the appropriate landscape screening as defined in the Landscape Development Standards included herein.
- In situations where large buildings or buildings that include an industrial or "flex" space component, which are located North of Tanima Peak are constructed it may be necessary to place service drives and parking between the primary circulation routes and the buildings to allow for appropriate freight/service access and to meet fire protection standards. These access drives, when placed between such a building and the primary circulation routes should be no wider than a standard access drive isle width plus the width required for a double-loaded parking configuration.
- Building placement should also, capitalize on views of the western mountains, Boyd Lake and off-site open spaces.
- Buildings should be placed in a manner that will provide visibility and facilitate public access.
- Buildings should also be oriented to preserve sun and sky exposure onto streets and into plazas.

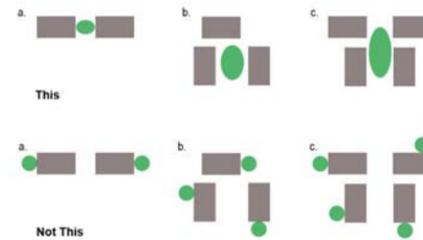
- To the extent feasible, buildings should be oriented so that the face on which the primary entrance is located within +/- 20 degrees of true south, to minimize the potential for hazards due to accumulation of snow, ice and or other products of severe weather conditions on pedestrians and vehicles, on and off site.
- Large buildings should not be placed within 50 feet of the lot line of a residential use.
- Placement of large buildings that are 100 feet in height or higher must be accompanied by a shadow analysis to demonstrate the impact of the building on the adjacent buildings, plazas and open spaces.

Shared Common Open Space

Site Specific Development Plans for Plan Areas should include shared common open space such as plazas or green space features to create a campus like setting. Each building should have a minimum of one common open space attached to it.

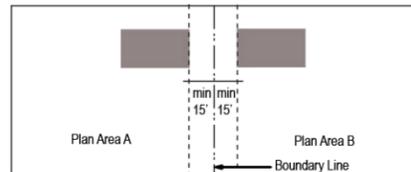


To promote a campus setting, common open space should be shared by two or more adjacent buildings.

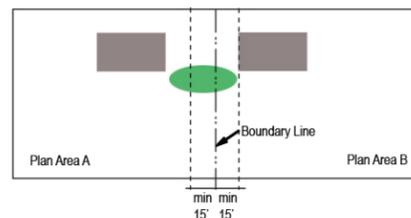
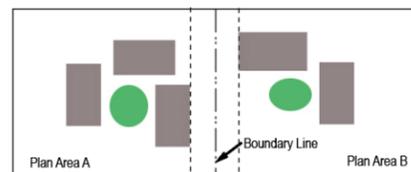


Buildings are considered adjacent if they are not separated by a driveway, vehicular circulation route, or parking lot. Buildings with drive-thru lanes or convenience stores with gas pumps do not need to provide shared common open space next to the building so long as the overall development of which they are a part provides the open space required by City ordinance. In order to accommodate these common open spaces buildings should be sited as follows:

- All Plan Areas should have buildings and associated common open space placed in such a way that coordination and contiguity exists or is easily attainable between the adjacent buildings and shared common open space.
- The minimum building setback from a Plan Area boundary line is 15 feet

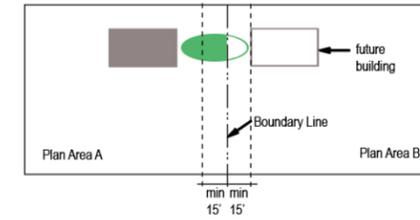


- Plan Area boundary lines do not necessarily have to be centered in particular open spaces.



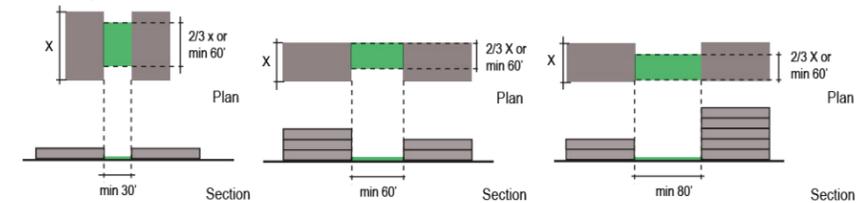
The first building abutting a shared open space should complete the associated common open space on its Plan Area so that it is fully functional until the construction of the adjacent building and associated adjacent common open space. The construction plans for the adjacent building and common open space should fulfill

the dimensional requirements of the common open space and provide an integrated development so that the transition is seamless and functional for all users. If two buildings in two different plan areas are constructed at the same time, the 15' setback from the plan area may be waived as long as the minimum distance between the two buildings is 30' - 80', depending on the number of stories as described below.



Shared common open space between two buildings:

- One-story buildings should have a minimum of a 30 foot wide common open space located between the buildings with a minimum of 2/3 the length of the building facade fronting this area or a minimum of 60 feet whichever is less.
- Buildings with 2 or 3 stories should have a minimum of a 60 foot wide common open space located between the buildings with a minimum of 2/3 the length of the building face fronting this area or 60 feet, whichever is less.
- Buildings that have more than 3 stories should have a minimum of an 80 foot wide common open space located between the buildings with a minimum of 2/3 the length of the building facades fronting this area or a minimum of 60 feet whichever is less. If 2/3 of both, or all, building facades fronting the open space are less than 60 feet in length, the minimum length of the open space should equal the length of the longest facade fronting the open space.



Large buildings should incorporate common open space into the Site Specific Development Plan. The common open space areas for large buildings should follow the standards as provided above.

Facades

- Building facades should generally have three vertical divisions: bases, middles, and tops (see Figure 6).
- Buildings should orient facades and main entries toward a plaza, parking area or pedestrian way that leads directly to a street.
- Building should incorporate 360 degree architecture. Side and rear walls of all stories that face a public right-of-way or a pedestrian way should be constructed of the same building materials and contain similar architectural treatment as the front/entrance of the building.
- Buildings should provide inviting street level storefronts that are oriented toward pedestrians and provide visually interesting forms or displays.
- Long horizontal facades on all buildings should be broken up to reduce the appearance of massive, blank walls. No uninterrupted length of any facade should exceed 30% of the facade's total length, or 100 horizontal feet, whichever is less. At least two of the following techniques should be used to break up long uninterrupted facades:
 - a. Color and/or material changes.
 - b. Expression of structure with a frequent rhythm of column/bay spacing to subdivide the facade into smaller, more human scaled elements.
 - c. For small and medium buildings, facades greater than 50 feet in length, measured horizontally, should incorporate wall place projections or recesses having a depth of at least 18 inches and extending at least 20% of the length of the facade (see Figure 6 and 7).
 - d. For large buildings, facades greater than 100 feet in length, measured horizontally, should incorporate wall place projections or recesses having a depth of at least 4 feet and extending at least 20% of the length of the facade (see Figure 8,9, and 10)

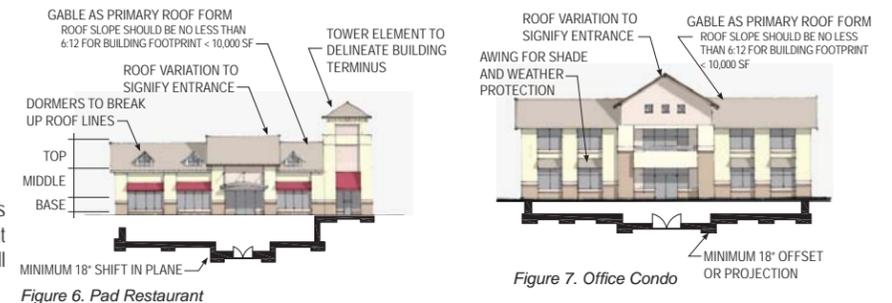


Figure 6. Pad Restaurant

Figure 7. Office Condo



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DESIGN
STANDARDS

SHEET 10 OF 12

DESIGN STANDARDS (Continued)



Figure 8. Large Format Office

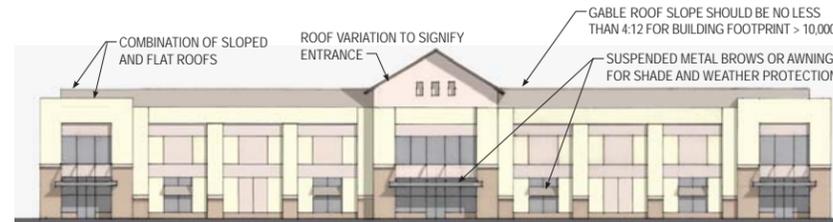


Figure 9. Light Industrial

Transparency

- Transparent glazing should be provided on the ground floor entrances to buildings to ensure the visibility of active uses and goods.
- Glazing should have a visible light transparency of at least 60%.
- Building facades adjoining or oriented toward streets, plazas, and pedestrian areas should incorporate at least 40% transparency.
- On retail buildings, at least 60% of the total front façade should remain as transparent glass. Lesser proportions of transparency that are appropriate for a respective architectural style may be considered. Rear and sides of buildings should provide not less than 10% transparency through the use of glazing, including opaque or frosted to increase the building's relationship to the street. However, where operational requirements prevent glazing or display windows on the rear and sides of the building, the blank wall should include architectural features to create scale, interest, and variety.
- Window glazing bigger than 100 square feet should incorporate a variety of mullion patterns, bay dimensions, or detailing to provide scale. Window glazing exceeding 100 square feet without mullion patterns or any detailing and flush glass walls is not allowed.

Building Entries

- Building entrances should be easily identifiable by projecting or recessing them and should have distinguishing details, materials, or colors that enhance the visual quality.
- Entrances to buildings should be designed to ensure smooth and safe pedestrian circulation, and ease of snow removal.
- Primary building entrances should be well lit.
- Service entrances should be planned to be visually unobtrusive to site entries, building entrances, and public right-of-ways.

Materials

- Traditional building materials such as brick, stone, or wood should be used on facades of all buildings.
- Plaster may be used when combined with the above materials used as accents.
- No more than 80% use of a single material should be allowed.

Roof Treatments

- Building design should create varied roof parapet and cornice lines in order to create interesting and human scaled skylines.
- Gable or hip roofs as the primary roof form are preferred for structures lower than 35 feet high, except to the extent flat roof portions are incorporated (below).



Figure 10. Large Format Retail

- The primary gable roof slope for small buildings should be not less than 6:12 and should be sloping metal shed roofs with overhangs (see Figures 6 and 7).
- The gable roof slope for medium and large buildings should be not less than 4:12, and may combine flat roofs with sloped standing seam metal roofs (see Figures 8, and 9).
- Roof forms should be designed in ways, and/or used in combinations to break up large, continuous building forms. Long unbroken ridgelines are not allowed. Sloped roofs should not exceed 100 linear feet in length without a break or profile change (See Figure 10). Where flat roofs are used, other techniques to provide scale and interest should be used to refine large, continuous building forms.
- For large format retail buildings, dormers or towers should be used to break up roof lines longer than 100 linear feet.
- Roof mechanical units and equipment should be fully screened in elevation.

Building Lighting

- Important architectural components of the buildings should be accentuated with lighting.
- Primary building entrances should be externally lit to promote a more secure environment at the door and to emphasize the primary point of entry into the building.
- Entry lighting should complement the building's architecture.

Drainage

- Drainage should be conveyed along private drives, streets, and open space.
- Detention areas should be designed to be aesthetically pleasing, useable open space when not detaining water.
- Surface storm water should not be discharged across sidewalks and bike trails.
- The majority of the detention capacity will be provided in the Highway 34 buffer areas, with the use of some parking lot detention to supplement.

Site furnishings

Site furnishings such as bicycle racks, benches, light fixtures, tree grates, bollards, and planters will be designed with a unified theme that is consistent with and complementary to the architectural character of the buildings.

Service Areas, Utilities and Mechanical Equipment

- Potentially unsightly service areas should be screened from sidewalks, streets, trails and open spaces with a combination of walls and/or shrubs and trees.
- Service areas should generally not be located at the terminus of a view corridor.
- Mechanical equipment and service areas should be screened from the view of streets, sidewalks, and trails. Screening can be accomplished using landscaping, berms, and architectural walls that match building materials.
- If an architectural wall is used as a screening method, the height of the wall should be minimum 6 feet and maximum 12 feet.
- All service areas should be clearly marked for delivery vehicles.

Convenience Store with Gas Station

A single pad site within the Project may be designated for a combination Gas Station and Convenience Store (C-Store). For this pad, the following standards will apply. (Note: these standards are provided in detail in Section 18.52.060 of the Loveland Municipal Code.)

- The C-Store should provide no more than 8 fueling stations
- C-Store uses should be located only along E. Eisenhower Boulevard, and should not be placed west of Mountain Lion Drive.
- "Reverse-mode" orientation of the building and fuel stations is encouraged.
- Canopies for fueling stations should not exceed 16.5 feet in total height. Canopies should be architecturally integrated with the main building and all other accessory structures on the site.
- Any lighting should conform to City of Loveland standards and guidelines related to reduced glare and emission beyond the boundary of the site.
- Landscape materials and/or screening berms or walls should be installed along all portions of the street frontage in order to screen gasoline service islands, pumps and any other product dispensing areas from abutting public roadways.
- The minimum distance between parallel fuel pump islands should be 25 feet.
- No fast food or drive-in restaurant should be operated in conjunction with a convenience store in the same site and/or within the same building without first obtaining from the City approval of a Special Review pursuant to Chapter 18.4 of the Municipal Code.

Design Standards - Multifamily Residential AMENDMENT #1

Except as specifically modified below, all Design Standards in this Concept Plan shall apply to Multifamily Residential buildings. Multifamily Residential buildings shall be architecturally complementary in terms of colors, materials, and visual appearance. Below is an image illustrating a typical multifamily façade.



- Residential buildings will deviate from Concept Plan standards relating to Building Entries, Materials, Roof Treatments, and Transparency.
- Residential buildings may have entries oriented toward residential parking areas.
- Residential buildings may be placed within 50' of the lot line of other residential uses.
- Residential buildings located outside of the Highway 34 Corridor Zone shall not be subject to the "campus style or character" design protocols or the Shared Common Open Space elements that are associated with the employment and commercial uses described in the Concept Plan. However, multifamily land uses will provide for continuous pedestrian routes that will connect entrances with common-use buildings, open space, parking and the regional recreation trail system.
- Shared common open space and recreational facilities or clubhouses will be placed to optimize resident uses rather than placed with respect to particular buildings.
- Residential building entries will be lit for safety and identification purposes only.
- Windows will be adequately sized and placed on the buildings to allow for aesthetic quality and residential appeal.

Landscape Standards

General Landscape Theme

Landscape treatments throughout the development should comply with the theme described below to create unity between the various Plan Areas. Landscape features will create spatial elements, connectivity, and promote pedestrian activity.

The landscaping for the Project will be designed and arranged to provide a natural feel which reflects the native landscapes of the Rocky Mountain Region. The grading, detention and storm water accommodations will be important elements in accomplishing this feel. Natural boulders and varying grades of smooth river rock will be used to simulate naturally occurring dry stream beds. Berms, swales and detention features will also be constructed in natural shapes and configurations to assist in carrying out the described theme. Plantings will be planned in informal groupings, not formal rows or highly structured arrangements. Drifts and groupings of plants will be used as found in nature, as opposed to individual specimens, unless the tree or shrub is being used as an accent or to fill an individual space or need. Groupings of boulders will also be used as additional accents to assist in the accomplishment of the natural theme.

- Canopy Trees will provide shade and height within the development, softening building elevations and corners.
- Evergreen Trees will provide screening and a sense of permanence and lasting effect in winter.
- Shrubs will be selected from an assortment of shapes, textures and colors (bloom and foliage) to provide variety, accents, year-round interest, screening of parking and service areas, and an attractive lower level of vegetation.
- Perennials and groundcovers will soften the ground plane and provide attractive xeric alternatives to large expanses of turf that provide little benefit for the resources they consume.
- Irrigated turf areas will be limited in size.
- Low-water-use grasses will also play a role in the overall landscape theme. These grasses in some areas will be provided with irrigation systems so the grasses can be irrigated occasionally to maintain a healthy look without the heavy water usage and maintenance of traditional turf grasses.

East Eisenhower Frontage

The East Eisenhower Frontage will conform to recommendations provided by the "Highway 34 Corridor Plan" (September, 1993). Corridor features will include 60-80 foot landscape zones characterized by a minimum 6 foot wide meandering walk, 4-6 foot high berms and vegetation hedges to screen parking, and drifts of informal tree groups with large masses of shrubs, naturalized grasses and wildflowers (see Figure 11). The entire Hwy 34 Corridor frontage will be implemented during the first phase of Public Improvement construction by the Master Developer to ensure consistency along the corridor. Final Landscape Plans will be produced and submitted to the City of Loveland with the Technical Review submittal materials for the Preliminary Plat and Preliminary Public Improvement Construction Plans (PICP).



Figure 11: US 34/ Eisenhower Landscape Character

Tanima Peak Street

Uniformly spaced canopy trees, at 40 feet on center, will provide shade for pedestrians and vehicles while providing unity that will be carried throughout the Project. Landscape treatments along Tanima Peak Street will also include low-growing ornamental planting beds and building foundation planting beds. These should be designed to maintain visibility between the buildings along both sides of the private drive and to insure automobile visibility of pedestrian traffic along the corridor and those crossing the street at unexpected locations (see Figure 12 and 13).

Entry Landscaping

The entry landscape will work with the signage theme to bring natural elements to the entry. The design and materials of the buildings will be echoed in the signage. The accompanying landscape surrounding the signage will provide large evergreen trees as a background, ornamental trees for interest and accent, a selection of appropriate shrubs to embrace the signs and tie them to the site while interesting groundcovers and perennials will complete the foreground area (see Figure 14).

Landscape Setbacks and Buffer Yards

Landscape buffer yards are required along the perimeter of the site. Buffer yard treatments along Denver Avenue and Sculptor Drive will consist of more formal colonnade tree lawns and shrub beds. Buffer yard requirements will coincide with the recreation trail located along the north perimeter and will be primarily non-irrigated grasses and drip irrigated trees and shrubs. Irrigation components will be placed to minimize potential damage when the trail is maintained by the City of Loveland. All landscape buffer yards will comply with the City of Loveland's Site Development and Performance Standards and Guidelines, as amended from time to time.

Recreation Trail Landscaping

A City of Loveland 10' Recreation Trail & City of Loveland 30' Recreation Trail Easement will be provided along the northern perimeter of the Project. Landscape treatments associated with the trail will consist of non-irrigated vegetation along the north side between the trail and property line. Existing vegetation and topography should discourage trail users from diverting off the trail toward the southern bank of the canal. The required landscape buffer yard along the north side of the Project will be established in various widths along the length of the trail between the south side of the trail and the buildings, parking areas and drive aisles. A 2 feet shoulder will be included along both sides of the 10 feet wide concrete trail. Landscape treatments adjacent to the shoulder will be restricted to low level shrubs, low-water-use grasses and perennials that are exclusively drip irrigated. Required buffer yard trees, turf and larger shrubs can be placed within the designated trail easement. All trees adjacent to the trail will adhere to the following standards:

- Minimum offset for coniferous trees from edge of trail to tree center is 12 feet.
- Minimum offset for deciduous trees from edge of trail to tree center is 6 feet.
- Minimum clear zone defined as the vertical height from trail to lowest branch is 10 feet. Shrub and perennial beds are permitted within the City of Loveland 30' Recreation Trail Easement. Plant materials will not extend beyond the edge of the trail. All beds will utilize wood fiber mulch only.

Building Landscaping

Building landscape treatments will provide visual interest and integrate the building structure into the surrounding landscape. Enhanced landscape features will guide the user to the main entries, important building features and common open space areas.

Street Trees

Street trees will be provided along all internal streets and access streets to shade sidewalks and improve the pedestrian environment. Street trees will be planted typically at 40 feet on center.

Parking Lot Landscaping

Parking lot interior landscaping should include 1 canopy tree and 5 shrubs per 15 parking spaces.

Landscape islands will be provided in parking lots in excess of 15 parking spaces. They will be a minimum of 6 feet in width, and they will be located so as to limit continuous rows of parking stalls to a maximum of 15 spaces. Each island will contain at least 1 tree and 5 shrubs. 2 feet at the end of landscape islands



Figure 12: Tanima Peak Street Landscape Treatments

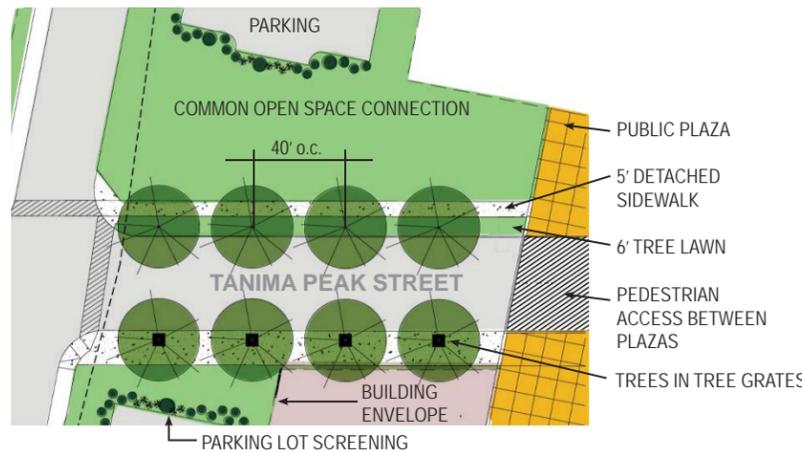


Figure 13: Tanima Peak Street Landscape Treatments, Plan View

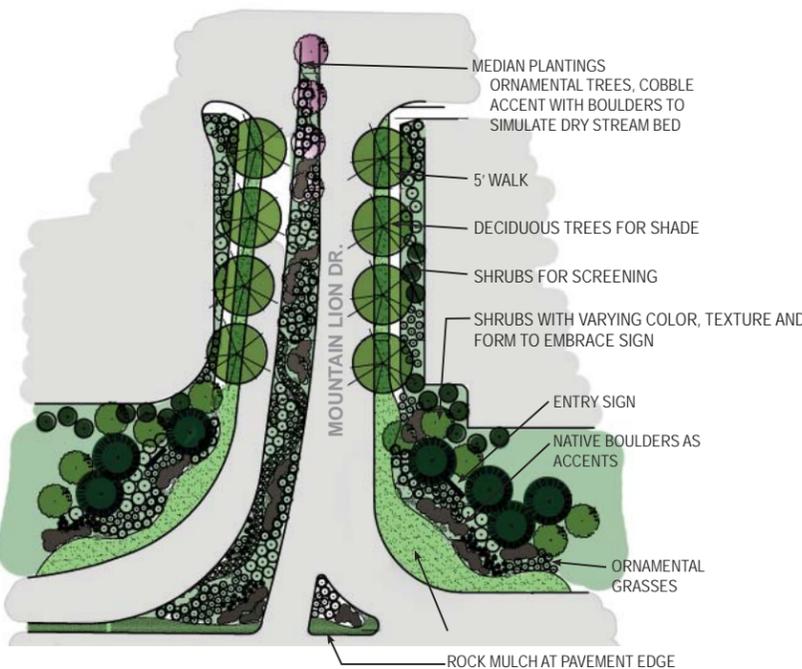


Figure 14: Entry Landscape Treatments

will be left unplanted where cars have a tendency to run over curbs of end islands. The use of cobbles, patterned concrete or brick pavers will be implemented at the ends of landscape islands.

Landscape medians will be provided in interior parking lots that are in excess of 100 parking spaces. Medians will be a minimum of 6 feet in width, and will contain one canopy tree per 10 parking spaces. Medians will be planted with informal groupings of shrubs, perennials, turf and mulch. If medians are used for pedestrian walkway connections, they will be a minimum of 10 feet in width to allow for landscape plantings in conjunction with a minimum 6 feet wide walk.

Where parking lot capacities exceed 150% of City Standard for parking space requirements, one additional tree should be incorporated into the parking lot landscape scheme for every 10 additional parking spaces.

Landscape Maintenance

Common area landscape treatments, including East Eisenhower frontage, primary roadway frontage, and common area open spaces shall be continually maintained in good condition by a single landscape maintenance company to insure ongoing health and vitality of landscape materials and uniformity. The master developer shall record Covenants, Conditions and Restrictions mandating the common maintenance program for common area landscape and irrigation. The common maintenance program will be funded by assessments made on each property owner. Modifications to the common maintenance program will require master developer approval or approval by a property owner's association after the master developer has sold the majority of the project.

Trash Enclosures

Trash enclosures will be placed around dumpsters and any other proposed receptacle of trash. The enclosure will be designed to entirely screen the dumpster from view. The enclosure will be constructed and placed so as to prevent trash from being scattered by wind or animals. The enclosure will include a concrete pad, on which the dumpster will be placed, enclosed by an opaque wall at least 6 feet in height, with opaque gates. The enclosure will be sturdy and built with quality wood and/or masonry materials. Shrubs at a minimum of 4 feet in height will be used on 3 sides of the enclosure.

AMENDMENT #1

Landscape Standards - Multifamily Residential

The Multifamily Residential development shall remain open and interconnected. The landscape shall remain continuous between the various buildings so that residents can move freely throughout the residential portions of the site. Residents shall be allowed to utilize all of the open areas between the buildings for passive and active recreation without restriction. Multifamily Residential developments shall include the following components:

- Active recreation areas shall be placed strategically within the residential development for the use and enjoyment by all of the residents. Active recreation areas could include but are not limited to swimming pools, club houses, tennis courts, basketball courts, picnic shelters and tot lots.
- Fences and walls shall be used only for active recreation areas. Fences and walls can be used on the perimeter of the overall multi-family residential development, but are prohibited for use in separating the various buildings from each other.
- Passive recreation areas include an interconnected system of walkways and large open turf areas.
- Landscape buffer yards will be placed between residential uses and conflicting uses to mitigate potential for issues associated with traffic, activity, density, loss of privacy, and unsightly views that may be associated with industrial or commercial uses. Buffer yards shall comply with the City of Loveland Site Development Performance Standards and Guidelines. Buffer yards will include walls, landscape materials, berms or a combination of the above techniques.
- Building landscaping will include foundation plantings to "ground" residential structures, to create residential scale and to keep irrigated turf away from walls and foundations where water seepage could damage the structure. These landscape beds shall include the following components:
 - A 3' minimum non-planted/non-irrigated strip directly adjacent to the building that is mulched and easily maintained.
 - A minimum 4' landscape strip that includes a variety of shrubs, perennials and ground covers.
 - A permanent header shall be used to separate planting beds from turf areas and between changes in mulches - such as between rock mulch and fiber mulch.
 - Mulch shall be used throughout the planting bed. Rock mulch, minimum 1/2" nominal size, or fiber mulch can be used. Bark chips, sand, and gravel are strictly prohibited for mulch purposes.
 - The use of boulders in planting beds is encouraged to provide for visual interest and an overall Rocky Mountain theme.
- Parking Lot landscape will comply with the City Development Standards as outlined in the Concept Plan for the entire development area.

