City of Loveland

LOVELAND PLANNING COMMISSION MEETING
AGENDA
Monday, August 25, 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 August 11, 2014 Meeting minutes

V. CONSENT AGENDA

The consent agenda includes items for which no discussion is anticipated. However, any Commissioner, staff member or citizen may request removal of an item from the consent agenda for discussion. Items removed from the consent agenda will be heard at the beginning of the regular agenda.

Public hearings remaining on the Consent Agenda are considered to have been opened and closed, with the information furnished in connection with these items considered as the only evidence presented. Adoption of the items remaining on the Consent Agenda is considered as adoption by the Planning Commission and acceptance by the Applicant of the staff recommendation for those items.

1. Wintergreen - Preliminary Development Plan

This is an application for approval of plans for a Freddy's Frozen Custard drive through restaurant to be located north of 45th Street along the west side of State Highway 287. The site is immediately

southeast of the existing Super Wal Mart. The site is located within the Wintergreen First Addition PUD which allows for a drive through restaurant at this location. This is a public hearing item and the proceedings require a quasi-judicial decision by the Planning Commission; the Commission's decision is final barring appeal. Staff is supporting this application.

VI. REGULAR AGENDA:

2. Kendall Brook – Findings and Conclusions

On August 11, 2014 the Planning Commission held a public hearing to consider a Preliminary Development Plan and a Preliminary Subdivision Plat for an 8-building, 120-unit apartment development proposed for a vacant site along the south side of 50th Street within the Kendall Brook PUD. After listening to public testimony and considering all materials presented, the Commission voted to deny the both applications by unanimous vote. To finalize the decision, the Commission must adopt Finding and Conclusions. Staff has prepared a Resolution for the Commission's consideration. The Commission's action is quasi-judicial; it is not necessary to hold a public hearing on this matter as the public hearing has been opened and closed on August 11th. Adoption of Findings and Conclusions will initiate a 10-day appeal period which expires at 5:00 pm on September 4, 2014 if the Commission acts on August 25th.

3. Mountain Pacific - General Development Plan

This is an application to amend the General Development Plan for a 20-acre site that was annexed and zoned Planned Unit Development in 2006. The partially-developed site is located at the southeast corner of North Garfield (Hwy 287) and East 71st Street. At the time of annexation, a General Development Plan was approved but the approval has expired as a follow-up Preliminary Development Plan was not submitted within the one year deadline. The recently submitted General Development Plan constitutes a rezoning of the property and would allow development of a variety of commercial uses, including office, retail, light industrial, and enclosed storage. The application requires a public hearing and quasi-judicial proceedings by the Planning Commission. The Commission's recommendation will be forwarded to the City Council for final action.

4. South Shore Plaza – Height Exception

This is a request for approval of a height exception for a 5-story residential condominium building. The allowable height limit is 35 feet; the proposed building is approximately 53 feet high. The building is proposed to be developed along the south side of West Eisenhower Boulevard across from the southern portion of Lake Loveland. The applicant is Steve McMillan. Planning staff supports the request. The application requires a public hearing and a quasi-judicial decision by the Planning Commission. The Commission's decision is final barring appeal.

VII. ADJOURNMENT

CITY OF LOVELAND
PLANNING COMMISSION MINUTES
August 11, 2014

A meeting of the City of Loveland Planning Commission was held in the City Council Chambers on August 11, 2014 at 6:30 p.m. Members present: Chairman Meyers; and Commissioners Middleton, Molloy, Dowding, Crescibene, Forrest, Ray, Prior, and Jersvig. Members absent: None. 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 Development Services office.

CITIZEN REPORTS

There were no citizen reports.

STAFF MATTERS

1. **Mr. Paulsen, Current Planning Manager,** reminded the commissioners that there are three items on the August 25th Planning Commission Agenda and on August 26th they will have a joint study session with City Council on the Comprehensive Plan.
2. **Ms. Sharon Citino, Assistant City Attorney,** notified the commission that she will be taking a leave of absence for a few months and **Mr. Moses Garcia, Assistant City Attorney,** will be taking over for her in her absence.

Chair Meyers presented **Commissioner Prior** with a plaque and thanked him for his service on the Commission. Commissioner Prior submitted his resignation on August 6th to Chair Meyers and Staff Liaison Paulsen.

COMMITTEE REPORTS

Commissioner Molloy informed the commission that the **Title 18 Committee** will meet August 14th.
Commissioners Crescibene and Dowding attended the Stakeholder Committee for Create Loveland on August 5th. They are working on the Vision Book for the Comprehensive Plan.

COMMISSIONER COMMENTS

There were no comments.

APPROVAL OF THE MINUTES

Commissioner Middleton made a motion to approve the July 28, 2014 minutes; upon a second from **Commissioner Prior** the minutes were approved with 7 ayes and 2 abstentions.

REGULAR AGENDA

1. Kendall Brook Multi-Family PDP and PP

Mr. Troy Bliss, Senior Planner, addressed the Commission and began by describing the project as a 120 unit apartment complex to be built south of West 50th Street between Georgetown Drive and Avon Avenue. The original zoning for Kendall Brook provides for a mixture of housing, allowing for multi-family rental units. The Preliminary Development Plan (PDP) proposed by the applicant details a specific development proposal for the subject property, including the layout of buildings, landscaping, vehicle circulation and parking. The Preliminary Subdivision Plat (PP) proposes the subdivision of the property, including individual lots on which each building is proposed to be located. It establishes all necessary conveyances for public and private use. Both the PDP and the PP require approval by the Planning Commission. If approved or denied, an appeal may be taken to the City Council.

A neighborhood meeting was held on April 24th with over 100 people attending, with most attendees expressing opposition to the project. Neighbors have also submitted 39 letters and emails expressing their concern with the project. An overview of the neighborhood concerns was provided along with an idication that members from the Kendall Brook and Taft Hill Farms HOAs have requested a presentation to the Planning Commission.

The project design has been reviewed by the City's Development Review Team (DRT). The DRT looked at four main categories to make their determination: Zoning, Comprehensive Plan, Adequate Community Facilities and Site Development Performance Standards and Guidelines (SDPSG).

- Zoning – The subject property is within the Kendall Brook Planned Unit Development. A General Development Plan (GDP) established zoning standards for the overall Kendall Brook PUD, including use, density and design standards for the subject site. The GDP allows for multi-family apartments and greater densities than what is being presented tonight. The Comprehensive plan allows for limited higher densities in some locations.
- Comprehensive Plan – The intent is to provide a variety of residential uses for a variety of socioeconomics in the community. PUD's have established this philosophy.
- Community Facilities – Traffic, Utilities, Storm Drainage and Emergency Services are all considered, studied and found to be able to demonstrate services available.
- SDPSG – Landscaping details, circulation and parking are looked at for compliance with City standards. Specifically addressing parking, two spaces per unit are the parking lot requirements including both surface parking and garage parking. The only opportunities for parking on the street are Avon and Tennessee. W 50th and Georgetown are designated no parking streets.

Staff Recommendation: With the recommended conditions to be included in the Final Development Plan, staff believes all of the elements are in compliance with City standards and with the standards adopted in the GDP. The garages will have a condition, to ensure all the garage stalls are available for parking use only. The garages will be part of the rental unit.

The applicant, Mr. Larry Buckendorf, President of Journey Homes, introduced his presentation team: Joe Schumacher, Crow Creek Construction; Dan Hall, Olsson Associates;

Kris Picket, Olsson Associates; Morgan Kidder, Crow Creek Construction; and Kelly Peters, Economic Development Expert and Kendall Brook resident.

Mr. Buckendorf stated that he will be one of two owners of the project and that it would be a long term ownership, he has no plans to sell the project. He gave the Commissioners some history about Journey Homes stating that they have been extremely successful at building homes, including during the recession. Journey Homes has built 5,000 homes since 1999. He spoke to the Commission of the company's quality of construction and pride of going above and beyond for customer satisfaction.

He addressed the issue with the Better Business Bureau brought up in neighborhood correspondence, indicating that out of 659 units built in 2013 there were eight complaints filed with the BBB and all have been addressed. He stated that they have never had a lawsuit filed against them and while the concrete issues are a legitimate concern, they have no bearing on the issue tonight.

He also explained, regarding the application, that certain criteria have already been established by the City. During the review process, each concern the City had was addressed and the criteria was met. The GDP for the neighborhood was established in 2000, and assigned an allowance for mixed densities within the neighborhood. He feels that if the design and development guidelines are met, then the project should be approved.

He indicated that he had tried to reach out to the HOA and stated that there have been five separate attempts to contact the HOA president and talk, but he received no return calls or emails.

Mr. Kris Picket, Consultant, stated that Journey Homes is primarily a single family home builder, but the current market is showing the need for multifamily rental units. He indicated that Journey Homes is an experienced multifamily developer and cited their experience. He also indicated that an onsite Manager will live in one of the units.

He explained that the project was designed to organize the two story buildings around the perimeter of the development site and place the parking at the center of the site—therefore buffering impacts on the existing neighborhood. He indicated that two parking spaces are typical for what a two bedroom unit needs. The garages were set up as an additional amenity, but to address the concerns of parking availability, the garages will be "tied" to specific units.

He stated that the landscaping will meet or exceed the City's criteria. The detention pond is a regional storm water drainage facility. He explained that the wetlands developed over a period of time. A water quality pond will "clean" the run off and then drain into the detention pond.

Ms. Kelly Peters, Kendall Brook Resident, Economic Development Expert, stated that there is a strong need for rentals in Loveland. The average rent in Loveland is $1,026 and the rental vacancy rate is at 2.3%. With the Kendall Brook project, the typical renter would make $48,000 a year, this demographic includes entry level positions, educators, and public servants. She stated that the project would create over 300 jobs, $1.7 million in sales and use taxes, and it

would provide additional property taxes. She received much of her statistics from City staff including the Harvard Housing Study.

Commissioners' Questions & Responses by the Applicant

- *HOA votes and who would be doing the voting?*
  The property has 70 voting shares assigned to it, which is 13% of the overall votes in the HOA. The property owner holds these votes.

- *Parking - Can the open parking be assigned?*
  The parking spaces meet the requirement for 120 two bedroom units, allowing 2 parking spaces per unit. The spaces will not be assigned to the units, but garages (and the spaces within the garages) would be. The garages would only be allowed for automobiles, not for storage or storing recreational vehicles. There are eight handicapped accessible parking spots, the amount required by the ADA.

- *Trash receptacles and the location – Is only four receptacles enough for 120 units and how will the trucks turn around?*
  This is the required amount. There is adequate turning for trucks based on the review of the Fire Authority.

- *Open Space and Fencing – What is the percentage of open space required and will there be fences?*
  The GDP didn't specify the amount of required open space, but the project has over 40% open space. There is no plan for fences other than the 3 rail fencing.

- *Snow removal – Is there a snow removal plan?*
  . It will be done according to city standards and requirements. Depending on accumulation of snow, if excessive it would be trucked out. Snow and landscaping maintenance will be contracted out.

- *Lack of onsite amenities – Why no playground?*
  The unit renters will be allowed to use the other amenities in the neighborhood. The applicant feels they accommodated and exceeded the requirements of the GDP with the amount of landscaped areas. The rules and regulations were already established for the whole area to use the parks.

- *Density and experience – Why 120 units and have you built this type of project elsewhere?*
  It worked with the configuration of site, they could have built a 3 story building, but tried to minimize the intensity of the project. They are currently building these exact units in Greeley and Fort Collins. Every subcontractor that will be on the project is a locally owned business.

Chair Meyers called for a 10 minute recess.

Chair Meyers Re-opened the Public Hearing

Dr. Chris White, 4355 Ridgeway Drive and Chair of the Opposition Presentation Committee, addressed the commissioners stating that he along with four other HOA Board Members of the Kendall Brook and Taft Hill Farm Subdivisions have prepared a collective presentation, capturing the concerns of residents, and attempting to limit the amount of repetitive comments. The proposal by Journey Homes is not just an HOA concern, over 230 concerned neighbors are in attendance at the meeting tonight. His main concerns are too much density and the wrong contractor to do the development. He stated that the residents aren't anti-growth and would welcome a well planned development with a quality developer. The proposed apartment complex is inappropriate and doesn't blend well with the surrounding neighborhoods. He also addressed safety, traffic, and parking concerns. He informed the Commission that the past president of the HOA tried to contact Journey Homes and Mr. White did write a letter in response to Mr. Buckendorf's request to meet.

Brad Sarff, 1514 Homeland, Member of the Opposition Presentation Committee, feels that most people thought that an owner occupied multifamily development would go in when he saw the sign advertising it. He believes the GDP zoning is not appropriate and could create an adversarial atmosphere between owners and renters. He stated that he is advocating for townhomes in a lower density configuration.

Sue Schneider, 1570 Rhode Island Street, Member of the Opposition Presentation Committee, is on the HOA Landscaping Review Committee, she stated that if the city approves a development within an HOA the city should be sensitive to the concerns of the HOA. She is concerned about the onsite manager enforcing the HOA covenants. She feels the architecture of the buildings is incompatible with the appearance of the majority homes in the area. They lack architectural elements and have no outdoor living space, such as patios.

Mr. Bill Reinhardt, **Member of the Opposition Presentation Committee,** commented that there are too few parking spaces in the complex. The number of occupants will have at minimum two cars. That means 240 parking spaces including the garages will be used for parking. That would create over flow parking going into other streets affecting the quality of life in these areas. He feels that parking will be impossible for the HOA to resolve and that the city may be forcing a significant hardship on these neighborhoods. He would like the minimum standard should be raised to 2.5 parking spaces per unit.

Susan Lilly, President of the HOA and Member of the Opposition Presentation Committee, stated that cars cannot be parked on the street for more than 3 days and no one ton trucks are allowed.

Mr. Pat McFall, 1675 Tennessee Street, **Member of the Opposition Presentation Committee,** addressed the potential traffic problems. He believes the existing traffic recommendations, are mistaken. More than 61 people will make early morning trips. Public transportation is pretty far away. The elementary students will travel along Taft Ave. In winter, the sidewalks are covered in snow and ice for days. The traffic study was paid for by the developer. Traffic on 50th will back up, congestion is bad now. Peak hours are creating

continual backups. He showed various intersection problems. No stop light at Wilson and 50th. Eventually people will start taking the 57th street corridor.

Ms. Donna White, 4355 Ridgeway Drive, **Member of the Opposition Presentation Committee,** stated that her major concern is safety. Safety of children crossing busy streets, the Louden Ditch, and retention pond pose hazards. The proposed fence is a three rail fence which would not keep children from being able to go out into the street.

Mr. Pat Kelly, **Member of the Opposition Presentation Committee,** addressed the drainage, flooding and retention pond concerns. He stated overflow would have run into the already overflowing Louden Ditch. On May 23rd they received 4 inches of rain that flooded the ditch and the neighborhood park. He feels there will be increased flood potential, because there is no plan for additional drainage.

Dr. White, Chair of the Opposition Presentation Committee, addressed the Harvard Study, stating that it was commissioned by a group advocating apartment living. The vision for a community is determined by the quality and character of the design. Journey Homes received a BBB rating of F. He stated they need someone with a record of good service, other builders did not have the same problems with cracks in driveways and steps. He also stated that many owners were told the concrete flatwork was not under warrantee. He questioned Journey Homes' earnestness and sense of responsibility to these homeowners. Future occupants deserve a builder who will do it right the first time.

After a 10 minute recess Chair Meyers Reopened the Public Hearing

Mr. Brett Bennett, original developer of the subdivision, stated that the GDP allows for a maximum number of up to 130 multi family dwelling units on the property in question.

Mr. Mike Hanscome, 1990 Arkansas Street, moved to Kendall Brook because he has a young daughter and there are 14 kids and they all play in the streets. Concerned about added traffic and worried about their kids. A huge family neighborhood.

Chair Meyers Paused the Public Hearing

Chair Meyers asked **Mr. Paulsen, Current Planning Manager,** to address the audience regarding the Turney-Briggs Rezoning application. **Mr. Paulsen** asked if there was anyone in the audience waiting to comment on the Turney-Briggs Rezoning application. This item was the next item on the agenda. Given the late hour, **Mr. Paulsen** wanted to know if those who were waiting were interested in the item being continued to a public hearing on August 25, 2014. No one from the audience came forward requesting a continuation.

Chair Meyers Re-opened the Kendall Brook Public Hearing

Mr. George Fitzgerald, 4760 Ignacio Avenue, Economic Development Engineering Geologist. He stated that he started doing an Economic Cost Benefit Analysis between different types of housing and they all turned out about the same. He expressed that Journey Homes is a company

that builds homes and they have to make a profit and that is their bottom line.

Ms. Susan Whinery, 1640 Antonio Court, asked how often is the Comp. Plan updated, is it relevant to what is happening today? She also commented on Journey Homes focus is on quantity and not on quality.

Ms. Susan Lilly, HOA president, 1545 Rhode Island, stated she would like clarification regarding the change made to the layout of the buildings.

Upon no further public comments, Chair Meyers closed the Public Hearing.

Mr. Buckendorf provided follow-up answers to the public comments:

- *Density* - established according to approved standards, codes and rules that were established by this community.

- *The assumption of owner occupied units* – there is no requirement for owner-occupied units. PUD requirements for the site have been followed.

- *Not enough open space* - 40% is more than what is required.

- *Traffic problems and accessibility to amenities* – The project is well situated to reduce impact on the neighborhood. All homes including single family units impact traffic.

- *HOA standards* – Journey Homes fully intends to comply with the standards and guidelines of the HOA. It can't be arbitrary.

- *Onsite manager* - there will be a resident manager, but not be a separate office, as it is cost prohibitive. The property management company are licensed and regulated by the state of CO.

- *Architectural control issues* – the building architecture is designed to blend with nearby homes. Concerns about the topography of the site can't be changed.

- *Drainage and Environmental Issues* – the storm drainage system was already established by the GDP and is designed to handle the drainage of the development. Run off will go through grass swales and a small water quality pond, thus water will be cleaned before going into the retention ponds.

- *Green space, play areas* - the parks within the Kendall Brook community will be available for use by the multifamily units. This has always been the plan. The apartment complex will pay HOA dues like the other homeowners for park and trail unkeep.

- *Parking* - 2 spaces per unit is the City criteria and adequate based on the type of development. He indicated that their team could look at reducing the number of garages and add more parking open spaces.

- *Traffic impact* - can be absorbed by the surrounding street infrastructure. Their traffic engineer prepared the traffic study, which is a typical industry standard for the study to be paid for by the developer. The City traffic engineer tells the developer what needs to be done. He indicated that the developer will install a crosswalk as suggested by the City. Safety concerns for children: try to minimize them, the buffering was thought out years ago.

- *Studies* – The studies cited by the applicant team were provided by City staff and were based on research completed on apartment projects.

- *Concrete Problems with single family homes built by Journey Homes* - Claims will be fixed before the end of summer. These problems relate to flat work, and aren't foundation issues or structural problems.

- *HOA Authority* – HOA's don't make land use decisions. It is the City's role to review the development plans, not the HOA's. There is no overstepping of their authority. Journey Homes will comply with all applicable HOA design standards.

- *Outdoor amenities:* patios are located on each side on the bottom level of the building entrys. They are about 3 feet wide. There are no balconies, which are expensive and create a fire hazard.

- *Tree protection and replacement* – Developer will take all reasonable action to protect and replace trees.

- *Change in orientation of the buildings* – Journey Homes has not presented any orientation changes to the buildings; the only change is for screening the mechanical equipment. A change was made to parking location, moving it from the perimeter of the development to the inside of the buildings.

- *Soil expansion* – Soils are tested for every single foundation.

- *Transportation by R2J routing buses up to 50th* - This was not taken into account in the traffic study.

Commissioner Comments

Commissioner Jersvig asked about the 46 homes that have concrete issues, are there any more? He also asked when did they first start coming to his attention and when did he respond. **Mr. Buckendorf** stated that if there is a problem and a homeowner has submitted a warrantee claim. The concrete issues are flatwork only. The first one was September 2013 and they responded on October 3, 2013. They usually have a two week response turn around since an inspector is sent out prior to the response.

Commissioner Prior asked how is the multifamily units compatible to the existing area? He also asked how the no storage in the garages would be enforced. **Mr. Buckendorf** explained the

compatibility is already established by the PUD. The General Development Plan specified general access, buffering and design. The elements are consistent with what is in the neighborhood. The no storage rule will be on the development plan and policed by the onsite manager via inspections.

Commissioner Forrest asked if they have a quality control program at his company? Is there something in place to adapt to issues? Is there bike parking? If it is requested to reduce garage space how many spaces would you gain? **Mr. Buckendorf** explained that concrete is a difficult thing in Colorado. He stated that we have identified, acknowledged and changed contractors and processes. Yes, we have included bike parking and deferring to city staff where they should go. If they eliminate all the garages they gain eight spaces overall.

Commissioner Dowding commented on the need for a snow removal plan. She also feels that since pets are allowed, there should be a pet area. Adequate number of Handicap parking. Only 4 trash areas, means 30 units use one dumpster.

Commissioner Ray questioned **Mr. Bliss** on the density. **Mr. Bliss** explained that through PUD zoning you have opportunities to increase density on the under lying land use. **Commissioner Ray** commented about the Low Density and the multifamily number of units per acre. **Mr. Bliss** explained that each PUD is different and offers flexibility to each individual site. The GDP did allow for a variety of residential building sites with different density allowances. **Commissioner Ray** feels that there are detrimental impacts on property in proximity to the proposed apartment complex. **Mr. Buckendorf** stated that there is 80 feet from property line to property line. **Commissioner Ray** stated that other subdivisions approved by the Planning Commission had larger buffers from single family residences.

Commissioner Middleton questioned **Mr. Bliss** on conformance with the GDP regarding a provision where two townhomes/multi-family etc. buildings are adjacent to each other, one of the end units shall be one story. **Mr. Bliss** commented that the intent behind this provision was for larger buildings, oriented in a linear fashion, to avoid a "tunnel-effect".

Commissioner Middleton asked why the architectural review committee wasn't being used in this situation. **Mr. Buckendorf** stated he would be willing to do that. **Commissioner Middleton** also asked if it is reasonable to wait a year for concrete work to be fixed. **Mr. Buckendorf** replied yes. **Commissioner Middleton** indicated that he would not support the project application.

Commissioner Molloy commented that he feels the project doesn't fit within the site, that the site is too tight. He also indicated that the way it's designed it doesn't fit with the quality of life within the Kendall Brook neighborhood. He stated that the parking spaces aren't convenient to the units, some buildings only have 5 parking spaces nearby and there are a lot of inconveniences in the way it is put together. Overall, the design seems forced.

Commissiner Crescibene stated that he has a problem with the length of time the applicant has taken to fix the concrete flatwork on nearby home sites. Stated that he doesn't think the proposed project is family oriented, as there is nowhere for the kids to play within the project

site.

Chair Meyers wanted to know the motivation to divide the lots into individual lots. **Mr. Burkendorf** stated it was from a discussion with the City, to have each building have its own plot on the plat since each building would have its own irrigation system. **Mr. Bliss** stated there is no specific requirement to have the lots set up the way they are. **Chair Meyers** asked if the individual lots could be sold off to individual builders. He also asked about the design of the garages. **Mr. Buckendorf** stated the garage structures haven't been designed yet.
Chair Meyers indicated concerns about the detrimental impact concerning traffic, safety, and quality of life, not only on the established area, but the residents of the apartments. He feels that the PDP and the GDP contradict each other in the requirement for design standards. He stated it doesn't maintain the spirit of the intent. The city is a lot different from what it was in 1999 and should be looked at with a holistic viewpoint.

Commissioner Middleton moved to make the findings listed in Section VIII of the Planning Commission staff report dated August 11, 2014, and based on these findings approve the Kendall Brook Multi-Family Preliminary Development Plan, subject to the conditions listed in Section IX, as amended on the record, upon a second by **Commissioner Dowding** the motion was unanimously denied.

Commissioner Middleton moved to make the findings listed in Section VIII of the Planning Commission staff report dated August 11, 2014, and based on these findings approve the Kendall Brook Fifth Subdivision Preliminary Plat, subject to the conditions listed in Section IX, as amended on the record, upon a second by **Commissioner Crescibene** the motion was unanimously denied.

2. <u>Turney-Briggs Addition Rezoning</u>

Mr. Troy Bliss, Senior Planner, addressed the Commission and explained that the application includes a rezoning request for 5 residential properties for potential redevelopment that could include a specialty grocery store. These properties are located along the west side of Jefferson Avenue to the north of Eisenhower Boulevard.

Mr. Bliss stated that a neighborhood meeting was held on July 29th and attended by approximately twenty people. The majority of questions and concerns at the neighborhood meeting were geared toward the grocery store which is proposed for the site and the impacts that would have on the nearby residential properties. **Mr. Bliss** outlined the concerns raised by the neighborhood citing additional traffic, access, parking encroachment, location of a loading dock, noise, and elimination of mountain views. **Mr. Bliss** emphasized that the plans for a grocery store are not under consideration at this point, as the request is solely a rezoning application. Formal submittal of plans for a grocery store have not been made to the City for review.

A petition of over 200 signatures supporting a potential specialty grocery store and an individual letter was also presented to the Commissioners received by staff.

Mr. Bliss explained that in reviewing the application, staff looked to the Comprehensive Plan

policies to determine if the rezoning request would provide appropriate zoning for the properties in question. He also explained that many commercially zoned properties along Eisenhower have wide but shallow lots, presenting challenges for business development in terms of buffering and separation from abutting residential. Staff feels the rezoning is appropriate for this location given its proximity to the Eisenhower and Lincoln corridors and to existing commercially-zoned property. Rezoning would allow for greater redevelopment opportunities given the constraints associated with this major intersection.

Ms. Bethany Clark, Planner II, 287 Strategic Plan, was asked to speak regarding the plans for the bow tie intersection at Highway 287 and Highway 34 and how this project would be affected by it in the future—should the double round-about be implemented in the future. She stated that the intersection is identified as a conceptual catalyst in the 287 Corridor Plan and that if the bow-tie intersection was approved the applicant is aware of the possible reduction in the parking lot size.

The applicant, Mr. Zach Lauterbach, Evergreen Devco, Inc., addressed the Commission and stated that the specialty grocer is aware that the parking lot could change and he stated that the City already owns the right-of-way that goes through the Southwest corner of the property. They are currently under contract on all of the properties proposed for rezoning; without rezoning approval they would not be able to move forward with the grocery store development.

Chair Meyers indicated that he would like to see an over-lay of the bow tie intersection and how it would affect the parking lot. Even though it is only at a conceptual stage, he stated that for any future projects that could be affected by a strategic plan there should be an over-lay to let citizens know what is possible now and how it could be affected in the future.

Commissioner Jersvig asked how the applicant envisioned a stand-alone store working since most grocery stores are an anchor store within a larger development.

Mr. Lauterbach stated that Evergreen Development has built many grocery stores including Kroeger, Safeway, Whole Foods, Sprouts and Trader Joes and for a variety of reasons the specialty grocer specifically targeted this intersection. The location would allow them to serve customers that were within walking distance and to be easily accessible from all directions. They are aware of the neighbor's concerns. He indicated that they will work hard to mitigate impacts. He gave an example of an area in Denver where a Sprouts store was developed. The neighbors were concerned about having a grocery store so close to them and how Evergreen was able to address those concerns to the neighborhoods' satisfaction. They mitigated impacts through landscaping, adding green-scape to the loading dock, and restricted the loading and unloading hours.

Commissioner Prior asked if they had communicated with the other commercial businesses in the area. The applicant has communicated with Walgreens, but not to the other nearby businesses, although they plan to.

Commissioner Forrest expressed her concern on how it would affect business for the Crunchy Grocer. **Mr. Lauterbach** stated that while he doesn't know yet how much overlap there would

be in terms of market, they have seen instances where specialty stores were able to complement each other by providing unique services.

Commissioner Middleton wanted to know what assurances there would be if the rezoning is approved but something happens and the specialty grocer decides not to build there.

Mr. Paulsen stated that staff has prepared conditions to address this issue, and that the condition would require that there would be a neighborhood meeting prior to any staff decision on any site development plan. Further, that neighbors would have the opportunity to appeal a staff decision on a site development plan proposed for that location.

Chair Meyers opened the Public Hearing.

Ms. Madeline Niccore, 2727 Crooked Wash Court, stated the she is one of the persons responsible for the petition with 200 signatures in support of a specialty grocery store. She is a new Loveland resident and misses having a specialty grocery store easily accessible to her.

Ms. Pam Krugman, 2404 Crooked Wash Court, stated she is also responsible for getting signatures on the petition and strongly supports a specialty grocer at this location.

Upon no further public comments, Chair Meyers closed the Public Hearing.

The Commissioners each commented regarding their favorability and support of the rezoning.

Chair Meyers read the recommendation to City Council:
Move to recommend that City Council require that: (1) a neighborhood meeting be held prior to any staff decision on any site development plan submitted for the development or redevelopment of any of the lots within Lots 9 through 18, Block 4, Turney-Briggs Addition, or as subsequently replatted; (2) the Current Planning Manger exercise his authority under Section 18.05.090.B. of the City Code to require that mailed notice be given of said staff decision up to 300 feet from the boundary of the subject property in accordance with Section 18.05.090.C. of the City Code; and (3) any parties so noticed shall be "parties in interest" for the purpose of filing an appeal of said staff decision under Chapter 18.80 of the City Code.

In addition **Commissioner Prior** read the staff recommendation: *move to make the findings listed in Section VIII of the Planning Commission staff report dated August 11, 2014 and, based on those findings, recommend that City Council approve the Turney-Briggs Rezoning, subject to the conditions listed in Section IX, as amended on the record.* Upon a second by **Commissioner Crescibene,** the motion was unanimously adopted.

ADJOURNMENT

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

Approved by:_____

Buddy Meyers, Planning Commission Chair

_____

Beverly Walker, Planning Commission Secretary

City of Loveland

Development Services
Current Planning
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Planning Commission Staff Report

August 25, 2014

Agenda #: Consent Agenda - 1

Title: Wintergreen First Addition PUD – Lot 1, Block 3 Wintergreen 1st Subdivision Preliminary Development Plan (PDP)

Applicant: NCC Wintergreen, LLC – Mark Siffring

Request: Approval of a **Preliminary Development Plan (PDP) for a drive-thru restaurant**

Location: Northwest corner of N. Garfield Avenue and W. 64th Street

Existing Zoning: P-65 Wintergreen First Addition Planned Unit Development (PUD)

Proposed Use: Drive-thru restaurant

Staff Planner: Troy Bliss

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

Recommended Motions:

1. *Move to make the findings listed in Section VIII of the Planning Commission staff report dated August 25, 2014, and, based on those findings, adopt resolution #R 14-04, approving the Wintergreen First Addition PUD – Lot 1, Block 3 Wintergreen 1st Subdivision Preliminary Development Plan, subject to the conditions listed in Section IX, as amended on the record.*

Summary of Analysis

The application proposes development of a 3,200 square foot drive-thru restaurant for *Freddy's Frozen Custard*. This would be the second *Freddy's Frozen Custard* in Loveland and the only drive-thru restaurant (currently), north of 45th Street, along the Highway 287 corridor. The site is located directly southeast of the *Walmart* super store in north Loveland. It is part of the Wintergreen First Addition PUD which is a master planned development consisting of both residential and commercial development along with vacant sites available for future development.

The application is requesting approval of a Preliminary Development Plan (PDP). A General Development Plan (GDP) for the Wintergreen First Addition PUD has been previously approved (2002) and specifies that a drive-thru restaurant is allowed to develop on the subject property. The proceedings for this PDP are quasi-judicial. Planning Commission is the final decision making body. This decision is appealable to City Council upon an adoption of written statement of findings.

If approved, a Final Development Plan will undergo staff review prior to development, ensuring that all conditions and City standards are satisfied upon development.

I. SUMMARY

The following abbreviations will be used throughout this report and are being provided to help clarify what each represents:

PUD: Planned Unit Development is a type of zoning that allows for the creation of zoning and design standards that are tailored to a site with this designation. This zoning is unique to a particular site or area, typically described in some form of development plan. The primary purpose of this zoning is to encourage a mixture of land use opportunities that are well integrated in creating an efficient use of land.

GDP: General Development Plan establishes the zoning, density and design standards for a PUD-zoned property. The plan itself is primarily conceptual in nature, meant to provide guidance with respect to locations for different land uses within a PUD. This plan is usually prepared in conjunction with the annexation of a property as its official zoning document. This plan must be approved by City Council.

PDP: Preliminary Development Plan is typically the initial step, detailing a specific development proposal within a PUD. Its contents are reviewed against the zoning requirements of the applicable GDP. This plan must be approved by Planning Commission, subject to appeal to City Council.

ACF: Adequate Community Facilities is a program adopted by the City of Loveland to ensure that community facilities needed to support new development meet or exceed defined levels of service. This includes fire protection, transportation, water, wastewater, stormwater, and power.

Freddy's Frozen Custard is proposing to develop a 3,200 square foot drive-thru restaurant on Lot 1, Block 3, Wintergreen First Subdivision containing approximately 1 acre, located at the northwest corner of N. Garfield Avenue and W. 64th Street. The property is located within the CC - Corridor Commercial land use designation of the Comprehensive Plan. It borders N. Garfield Avenue (U.S. 287) along its eastern boundary which is designated as a Major Arterial. For consideration of this request, the process involves an application for a Preliminary Development Plan (PDP), associated with the Wintergreen First Addition Planned Unit Development (PUD). A General Development Plan (GDP) for the Wintergreen First Addition was established in January 2002 (with subsequent amendments), serving as the official zoning on the property. Drive-thru restaurants are a permissible use within the PUD.

<u>PDP</u>

The PDP proposes to establish a drive-thru restaurant use on. The plan set, (see **Attachment 4**) details site layout, parking, landscaping, and building architecture. All of which are components that the Planning Commission is to evaluate based upon the following general criteria:

- Determine if the proposed development is complementary to and in harmony with existing development;
- Determine that there are adequate City services and facilities available to the subject property; and
- Determine that the PDP poses not detrimental impacts to surrounding uses and the environment.

Planning Commission's evaluation of the proposed PDP shall become a final decision, appealable to City Council.

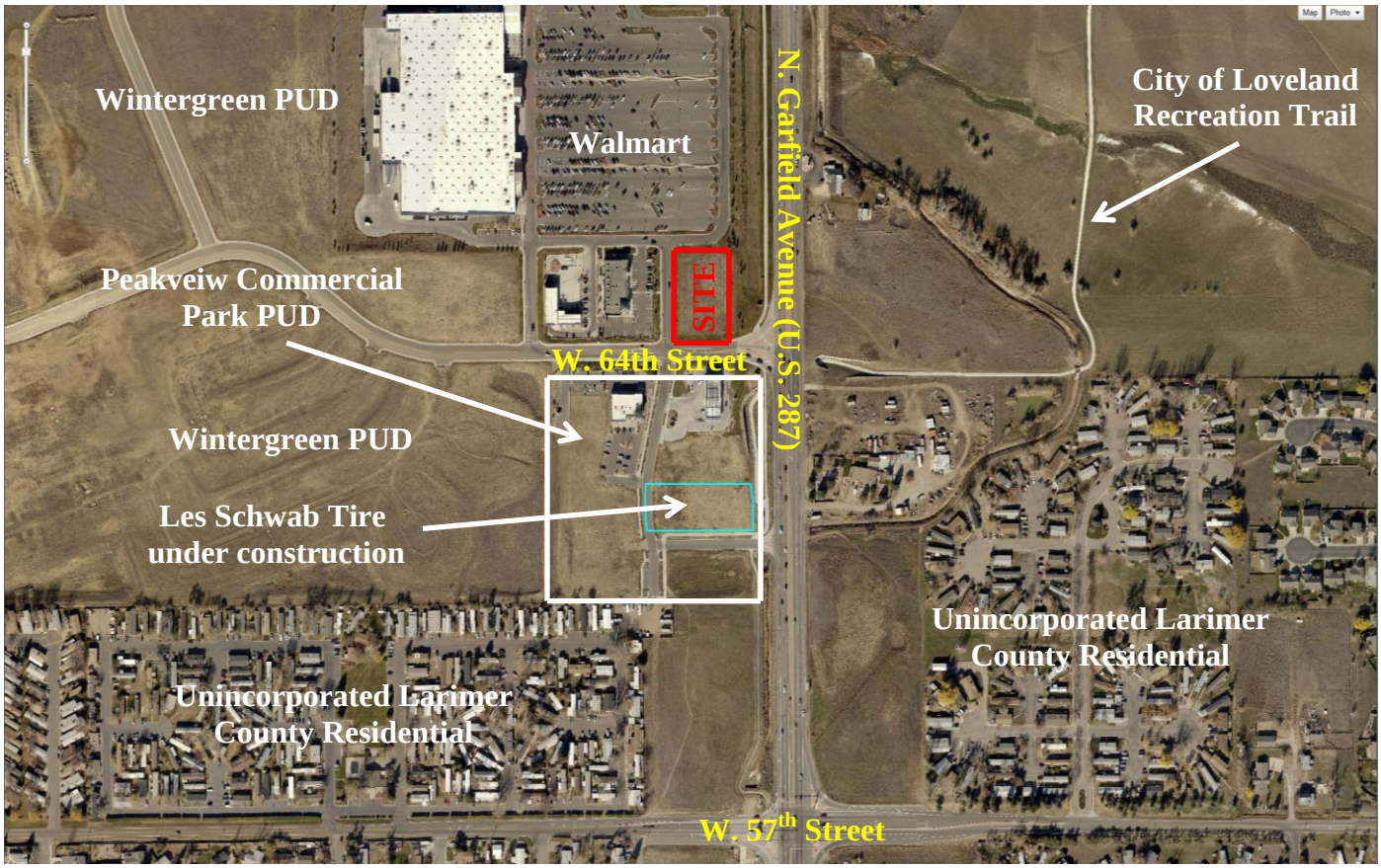
Further evaluation and analysis is provided by City staff in Section VIII (below) of this staff report concerning the PDP. If approved, application for a Final Development Plan (FDP)/Site Development

Plan (SDP) would need to be submitted to the City for review and approval, prior to building permits and beginning construction. The FDP/SDP is an administrative action.

II. ATTACHMENTS

1. Resolution #14-04
2. Project Narrative provided by Applicant
3. Wintergreen Village General Development Plan (for reference)
4. Wintergreen First Addition PUD Preliminary Development Plan
5. Traffic Memorandum

III. VICINITY MAP



IV. SITE DATA

ACREAGE OF PUD SITE GROSS..... 1.01 AC
NUMBER OF PLATTED LOTS ..... 1 (LOT 4, BLOCK 3, WINTERGREEN FIRST
..... SUBDIVISION
MASTER PLAN DESIGNATION..... CC-CORRIDOR COMMERCIAL
EXISTING ZONING ..... P-65-WINTERGREEN FIRST ADDITION PUD
EXISTING USE ..... VACANT/UNDEVELOPED

EXIST ADJ ZONING & USE - NORTH ..... P-65, WALMART
EXIST ADJ ZONING & USE - SOUTH ..... P-95, MURPHY GAS STATION
EXIST ADJ ZONING & USE - WEST ..... P-65, MIXED RETAIL
EXIST ADJ ZONING & USE - EAST ..... UNINCORPORATED LARIMER COUNTY - CITY OF
..... LOVELAND RECREATION TRAIL (ACROSS N.
..... GARFIELD AVENUE)
UTILITY SERVICE ..... CITY OF LOVELAND

V. KEY ISSUES

Staff believes that all key issues relative to applicable City requirements and standards of the PUD have been addressed through the review process and captured in the recommended conditions of approval. City staff had concerns with respect to buffering/screening the proposed drive-thru from N. Garfield Avenue, through the review process. As presented, City staff does find that the proposed landscaping (primarily consisting of a combination of evergreen trees and upright shrubs) complies with the provisions of the GDP and City standards for screening drive-thru areas from public rights-of-way.

Another key component to the City's review was focused towards pedestrian access. Much of the development in the Wintergreen PUD is dominated by auto-oriented uses (i.e. Walmart, Carwash and Bank with drive-thru). Because of this, the GDP emphasizes that pedestrian access should be made a priority. To address this, a main pedestrian access location is highlighted between the building and the sidewalk bordering the western boundary of the property. A secondary access point for pedestrians is located on the north end of the site. Locations of these pedestrian access points were placed to minimize conflicts with vehicles and make them highly visible for both pedestrians and motorists.

City staff has placed this application on the Planning Commission consent agenda due to two primary factors:

1) The proposed drive-thru restaurant use is compatible with the nature of commercial development surrounding the site. The overall scope of the project was fairly limited in context of the PUD. Review was found to be in conformance with all requirements of the GDP and applicable City standards.
2) No neighborhood correspondence has been received regarding the project and there was no neighborhood attendance at the Neighborhood Meeting on July 24, 2014 (see Section VII).

VI. BACKGROUND

The Wintergreen Planned Unit Development (PUD) was annexed into the City in 2002, as the Wintergreen First Addition. The entire PUD includes approximately 112 acres, located on the west side of N. Garfield Avenue between W. 66th Street and W. 64th Street. At the time of annexation, the GDP was established, creating the zoning on the property. The overall PUD is a mixture of residential and commercial, offering opportunities for single-family, multi-family, and townhome and a variety of retail, financial institutions, restaurants, and professional offices.

Initial commercial developments within the PUD include the *Walmart* super store, *Chase* bank, Carwash, and multi-retail building. The subject site represents the last true undeveloped commercial property within the PUD. Remaining undeveloped properties are for office or residential uses only.

Another key element that has occurred with respect to the development in and around the PUD includes the City trail located along the eastern edge and under N. Garfield Avenue. This trail (including the underpass connection) was completed in 2011. Introducing a drive-thru restaurant is compatible to the nature of the PUD as well as the PUD directly south (Peakview Commercial Park PUD). It will correlate well with the auto-dominant uses within both adjoining PUD's, offering more commercial opportunities to this area of Loveland.

VII. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION

A. Notification: An affidavit was received from Cathy Mathis, TB group, on behalf of the applicant, certifying that written notice was mailed to all surface owners within 600 feet of the site and notices were posted in a prominent location on the perimeter on August 6, 2014. In addition, a notice was published in the Reporter Herald on August 9, 2014.

B. Neighborhood Response: A neighborhood meeting was held at 5:30 p.m. on July 24, 2014, in the Erion meeting room at the City library. The meeting was attended only by City staff and the applicant. No surrounding property owners, neighbors, or parties-in-interest were present. At the time this staff report was prepared, no correspondence has been received regarding the proposed PDP.

VIII. FINDINGS AND ANALYSIS

In this section of the report, the applicable findings contained in the Municipal Code and the Comprehensive Master Plan are specified in italic print followed by the staff analysis as to whether the findings are met by the submitted applications. The Planning Commission's decision regarding the PDP should be tied to these Findings, specifying whether the Findings are satisfied by the PDP or not.

Preliminary Development Plan (PDP) Analysis

A. City Utilities and Services

1. Loveland Municipal Code

a. Section 18.41.050.E.2:

(i) *Development permitted by the PDP will not have negative impacts on City utilities. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff to recommend either disapproval of the PDP or reasonable conditions designed to mitigate the negative impacts.*

(ii) *Whether development permitted by the PDP will be complementary to and in harmony with existing development and future development plans for the area in which the PDP is located by incorporating public facilities or infrastructure, or cash-in-lieu, that are reasonably related to the proposed development so that the proposed development will not negatively impact the levels of service of the City's services and facilities.*

b. Chapter 16.41: *A positive determination of adequacy, or a positive determination of adequacy with conditions, has been made in accordance with Section 16.41.100 for fire protection and emergency rescue services, Section 16.41.120 for water facilities and services, Section 16.41.130 for wastewater facilities and services, Section 16.41.140 for storm drainage facilities, and Section 16.41.150 for power.*

Fire
Staff believes that this finding can be met, due to the following:

- The development site will comply with the requirements in the Adequate Community Facilities (ACF) Ordinance for response distance requirements from the first due Engine Company.
- The proposed facility shown on the preliminary Public Improvement Construction Plans (PICPs) will not negatively impact fire protection for the subject development or surrounding properties.

Water/Wastewater
This development is situated within the City's current service area for both water and wastewater. There are existing water and wastewater service stubs into the site available for future use. The Department finds that the Development will be compliant to Adequate Community Facilities (ACF) for the following reasons:

- The proposed development will not negatively impact City water and wastewater facilities
- The proposed facilities shown on the Preliminary PICPs have been designed pursuant to the City's Development Standards.

Power
Power will come from a vault located on the southwest corner of Hwy. 287 & W. 64th Street. From this vault existing 4" conduit was extended under W.64th Street where it was stubbed and marked on the north side of W. 64th St. This conduit can be used to extend power to the proposed development at the developer's cost.

The existing electric facilities are adequate and available for the projected use. The proposed development meets the criteria for level of service as outlined in the Adequate Community Facilities (ACF) ordinance.

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

- When final designed and built, the development will not negatively impact City storm drainage utilities and will comply with the Adequate Community Facilities ordinance outlined in the Loveland Municipal Code, Section 16.41.140.
- No irrigation ditches traverse the site.
- No natural drainage courses/open channels traverse the site.

B. Transportation

1. Section 18.41.050.E.2:

a. *Development permitted by the PDP will not have negative impacts on traffic in the area. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff to recommend either disapproval of the PDP or reasonable conditions designed to mitigate the negative impacts.*

b. *Whether development permitted by the PDP will be complementary to and in harmony with existing development and future development plans for the area in which the PDP is located by incorporating public facilities or infrastructure, or cash-in-lieu, that are reasonably related to the proposed development so that the proposed development will not negatively impact the levels of service of the City's services and facilities.*

2. **Section 16.41.110:** *A positive determination of adequacy, or a positive determination of adequacy with conditions, has been made for transportation facilities in accordance with Chapter 16.41 of the Loveland Municipal Code.*

Transportation Engineering:
Staff believes that this finding can be met, due to the following:

- The original City-approved Master Traffic Impact Study associated with the Wal-Mart development assumed a 4,000 square foot fast food with drive-thru restaurant on this property with the original development. The proposed 3,178 square foot Freddy's Frozen Custard with drive-thru will generate less daily and peak hour traffic than what was originally assumed for this property. The existing roadway infrastructure is sufficient to accommodate the traffic associated with this proposed use. Therefore this proposed development has demonstrated compliance with the City's Adequate Community Facilities ACF Ordinance for traffic.

C. Land Use

1. Loveland Comprehensive Master Plan

Section 4.0 – Land Use Plan

4.2 Land Use Goals and Objectives

Annexation

ANX6: Guidelines for Contiguous Development

(A) *Whether the PDP discourages leapfrog, scattered-site, and flagpole development.*

(B) *Whether the PDP encourages infill development.*

(C) *Whether the PDP is contiguous to other land that is already receiving public services.*

Commercial Land Use

CLU1: *Whether the size and location of the PDP is in keeping with the road capacities and land use context in which commercial centers develop.*

ClU2: *Whether PDP is in scale with the neighborhood context such that architectural and site planning guidelines are prepared to blend with the surrounding context; to disperse parking into small, heavily landscaped lots, preferably located to not dominate the public image of the site along the main roads leading to it; to design pedestrian connections between residential and commercial centers that are safe and convenient (to discourage unnecessary auto trip) and integral to an attractive public environment, not merely designed as pathways past the service areas or parking lots*

Major Arterial Corridors

CORLU2: *Whether the PDP proposes development in a manner that promotes a positive and attractive image and that advances the economic prosperity of the City.*

2. Section 18.41.050.E.2:

The PDP conforms to the intent and objectives of Title 18 with regard to Planned Unit Developments and any applicable area plan.

Current Planning:
Staff believes that the finding can be met due to the following:

- The PDP seeks to develop a vacant lot within an established PUD avoiding any type of leapfrog, scatter, or flagpole development;
- Due to the location on the north end of Loveland, the subject property is not considered infill. However, it is within an established subdivision that has access to adequate City services and facilities. Moreover, the PDP is completely surrounded by properties receiving public services;
- The PDP is contiguous with existing development and development that has occurred within the PUD such as a multi-retail building and gas station.
- The PDP is in keeping with the land use context and provides architectural design and site planning techniques to blend in with the surrounding area. The Wintergreen GDP established architectural standards which incorporate integration within the PUD by way of higher quality exterior materials. Additionally, the GDP placed emphasis on site planning guidelines such as landscaping buffering and highly integrated pedestrian connections which have been incorporated into the proposed PDP; and
- The PDP is directly west of N. Garfield Avenue (Highway 287), which will be very visible from this corridor. Attention has been given to the visual nature of the corridor, focusing on adequate screening of the proposed drive-thru by way of perimeter landscape buffering;

3. **Section 18.41.050.E.2:** *Development permitted in the PDP Amendment will not have detrimental impacts on property that is in sufficient proximity to the PDP to be affected by it. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff recommend either disapproval* of *the PDP or reasonable conditions designed to mitigate the negative impacts.*

Current Planning:
The proposed facility is compatible with the character of the surrounding uses and will not have a detrimental impact on property within close proximity to the site. The site is bounded by N. Garfield Avenue (Highway 287) to the east, undeveloped land that is part of the PUD to the north and west, and the Peakview Commercial Park regional detention pond to the south. Surrounding public infrastructure is sufficient to accommodate full build-out of the PUD. Development of this site will have no negative impacts on the adjacent areas due to its internal location within the PUD. This is evidenced through associated information provided in conjunction with the application such as a Traffic Memorandum (see **Attachment 5**) and the outcome of the neighborhood meeting.

4. **Section 18.41.050.E.2:** *Development permitted by the PDP will be complementary to and in harmony with existing development and future development plans for the area in which the PDP is located by:*
   - **a.** *Incorporating natural physical features into the PDP design and providing sufficient open spaces considering the type and intensity of proposed land uses.*
   - **b.** *Incorporating site planning techniques that will foster the implementation of the Loveland Comprehensive Master Plan.*
   - **c.** *Incorporating physical design features that will provide a transition between the project and adjacent land uses through the provisions of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures.*
   - **d.** *Incorporating an overall plan for the design of the streetscape within the project, including landscaping, auto parking, bicycle and pedestrian circulation, architecture, placement of buildings and street furniture.*

Current Planning:
Staff believes that the finding can be met due to the following:

- The PDP site does not include any natural physical features of importance. However, the site design and layout does provide adequate perimeter landscape bufferyards to incorporate open spaces as well as using the landscaping to screening parking areas and accentuate building design.
- The PDP has included site planning that respects the intent of the City's Major Arterials (N. Garfield Avenue) through the inclusion of greater landscape bufferyards along the corridor. The design of the PDP is also in scale and character to that of surrounding developments and fits well into the context of the PUD.
- Building design of the PDP was important in terms of this site. City staff and the applicant worked to create a building that was not only compliant with the architectural standards of the PUD but also respected orientation relative to surrounding existing features. For example, the building includes 360-degree architecture with architectural enhancements on the highly visible portions of the building (north, south, and east). Landscaping is also be used to soften the building and provide more texture and treatment to the facades (particularly the south and east). Additionally, care was given to the site design in terms of emphasizing pedestrian access.
- The primary focus towards streetscape design is seen the south, east and west boundaries of the site. The design incorporated into the PDP with canopy street trees and turf areas, is consistent with the overall design for this section of corridor. Assuring that the proposed drive-thru would be adequately screened by way of landscape treatments along the eastern property boundary, as seen from N. Garfield Avenue, was an important design element.

5. **Section 18.41.050.E.2:** *The PDP complies with applicable land use and development regulations in effect as of the date that the GDP was approved and any land use and development regulations adopted by the City after that date if the Planning Division and Planning Commission expressly find that compliance with such regulations is necessary to protect public health, safety, and welfare.*

Current Planning:
Introducing a drive-thru restaurant use within the commercial area of this PUD is consistent and compatible with the type of uses already permitted (i.e. variety of retail, financial institutions, restaurants, and professional offices, and gas station.)

D. Environmental Impacts:

1. **Section 18.41.050.E.2:** *The PDP incorporates environmentally sensitive areas, including but not limited to wetlands and wildlife corridors, into the project design. "Environmentally sensitive areas" are defined in Section 18.41.110 as: slopes in excess of 20%; floodplain; soils classified as having high water table; soils classified as highly erodible, subject to erosion or highly acidic; land incapable of meeting percolation requirements, land formerly used for land fill operations or hazardous industrial use; fault areas; stream corridors; estuaries; mature stands of vegetation; aquifer recharge and discharge areas; habitat for wildlife; and other areas possessing environmental characteristics similar to those listed above.*

Current Planning:
No environmentally sensitive areas (including habitat for wildlife) exist on the site. The site is relatively flat. A soils report was provided in conjunction with this site. Generally, it identified the presence of expansive soils with attention being given to slabs-on-grade to control the risk of damage. Typical of what is seen throughout the Front Range. The property does not include any contamination due to fill operations or hazardous materials.

IX. RECOMMENDED CONDITIONS

Current Planning

1. A Final Development Plan (FDP) shall include cross section drawings illustrating full screening of the drive-thru as seen from N. Garfield Avenue.
2. A Planned Sign Program Amendment will be required in conjunction with a Final Development Plan (FDP), in conformance with the overall sign requirements of the Wintergreen Retail Shops Planned Sign Program.

Transportation Engineering

1. All public improvements presented in the Site Development Plan (SDP) or any accompanying Public Improvement Construction Plan (PICP) documents (text or graphical depictions), shall conform to the Larimer County Urban Area Street Standards (LCUASS).

RESOLUTION #14-04

A RESOLUTION OF THE LOVELAND PLANNING COMMISSION APPROVING THE PRELIMINARY DEVELOPMENT PLAN FOR LOT 1, BLOCK 3, WINTERGREEN FIRST SUBDIVISION, LOCATED WITHIN THE P-65 WINTERGREEN FIRST ADDITION PUD, CITY OF LOVELAND, LARIMER COUNTY, COLORADO

WHEREAS, a General Development Plan ("GDP") 2nd Amendment for the P-65 Wintergreen First Addition Planned Unit Development ("PUD") was signed by the City on February 28, 2008; and

WHEREAS, a Preliminary Development Plan ("PDP") for Lot 1, Block 3, Wintergreen First Subdivision, located within the P-65 Wintergreen First Addition PUD, has now been submitted to the Planning Commission for consideration pursuant to Chapter 18.41 of the Loveland Municipal Code ("City Code"); and

WHEREAS, pursuant to Section 18.41.050.E.2. of the City Code, the Planning Commission held a public hearing on August 25, 2014 regarding the PDP; and

WHEREAS, at said hearing the recommendations of the Current Planning Division were received and duly considered by the Planning Commission, as well as all necessary testimony by the applicant and public; and

WHEREAS, the Planning Commission has considered the application for the PDP in light of the intent and objectives of Chapter 18.41 of the City Code, and more specifically the factors set forth in Sections 18.41.050.E.2.a. through c. and expressly including those set forth in Sections 18.41.050.D.4.b. and c., and has determined that pursuant to said factors the PDP may be approved.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION FOR THE CITY OF LOVELAND, COLORADO:

Section 1. That the PDP for 1.01 acres, more or less, being a portion of the P-65 Wintergreen First Addition PUD, which PDP is on file in the office of the Current Planning Division and is incorporated herein by reference, is hereby conditionally approved, consistent with the recommendations of the Current Planning Division Staff Report, as amended on the record by the Planning Commission at the public hearing on August 25, 2014 ("Staff Report"). The PDP applies to the following described real property:

Lot 1, Block 3, Wintergreen First Subdivision, City of Loveland, County of Larimer, State of Colorado

Section 2. That the Planning Commission hereby makes the findings regarding the PDP set forth in Section VIII of the Staff Report for the reasons set forth therein, and hereby adopts this Resolution, including the findings set forth in Section VIII of the Staff Report, as its written findings and conclusions in support of its approval pursuant to Section 18.41.050.E.

PC ATTACHMENT 1

Section 3. This Resolution shall be recorded with the Clerk and Recorder for Larimer County, Colorado as soon as is reasonably possible after the expiration of the ten-day appeal period set forth in Section 18.41.050.E.3. of the City Code.

ADOPTED this 25th day of August, 2014.

PLANNING COMMISSION:

_____
Buddy Meyers, Chairperson

ATTEST:

_____
Planning Commission Secretary

APPROVED AS TO FORM:

Shawn L. Otto
Assistant City Attorney

PC ATTACHMENT 1

I. FINAL DEVELOPMENT PLAN NARRATIVE

1. Purpose of the Project

The following development standards and project descriptions pertain to Lot 1 Block 3 comprised of 1.01 acres of the Wintergreen Village PUD. This project is being developed within the approved General Development Plan (GDP) for Wintergreen Village 2nd Amended General Development Plan. The development of this site will be in a manner that conforms to the design intent, and quality standards set forth in the Wintergreen First Subdivision GDP. The purpose of the project is to provide a fast food dining establishment as part of the Wintergreen Village P.U.D. This development will provide the type, design, layout of building, circulation systems, and open spaces in conformance with the approved Wintergreen Village GDP conditions.

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2. Land Use

a. Site Introduction

The site is located on Lot 1 Block 3 of the Wintergreen 1st Subdivision. The site is 1.01 acres with no significant landforms or features present.

a. Overall Concept

This development plan provides a fast food restaurant with drive through lanes. Perimeter landscape buffers are provided adjacent to the existing/platted development. The development concept of this project is to provide a high quality restaurant located within the Wintergreen Village Development in order to provide a convenient source of restaurant services for those who live and/or work in the area.

This Final Development Plan calls for a 3,178 sq. ft. facility with an additional 452 sq. ft. of outdoor patio seating located in a one-story building with a floor area ratio of 0.07. The project is compatible with the land uses directly adjacent to the site and adds to the mix of uses surrounding the project. The development will be interconnected with adjacent projects within the Wintergreen Village Development. A parking lot for 55 cars is provided west of the building with an access off of the loop drive to the north. Service for trash will be provided at the northwest comer of the building.

b. Uses Permitted In the FDP

The proposed use of Freddy's Frozen Custard would consist of a 3,178 square foot fast food restaurant with a double drive thru.

3. Circulation

a. Overall Concept

Primary vehicle access to the site will be from Hwy. 287 via West 64th Street on the west side of the site. This lot is part of the Wintergreen Village site which is in part linked to the Longview Industrial Park by Harrison Avenue.

b. Components

i) Vehicular

The site will have two vehicular access points from the inner private drive to the north of the building. The 24' wide internal drive aisles will circulate through the parking lot and will enter and exit on the north side of the preoperty.

ii) Pedestrian

An overall system of pedestrian ways has been provided along roadways. Attached sidewalks have been provided around the perimeter of the site. All required street-side sidewalks have been located wholly within the right-of-way and access easements.

iii) Public Transportation

No public transportation is planned to enter onto the site. Future bus stops may be adjacent to this site, if planned by the City transportation system.

4. Public and Private Facilities

a. Water and Sewer

Water and sanitary sewer service will be provided by the City of Loveland.
Water service will be provided by installing a new 1 inch line (replacing the 2" existing stub) on the west side of the lot. A 6 inch fire line will be provided from, a stub just to the north of the water service. The sanitary sewer service for this site is provided by a 6 inch service stub from a main in 64th Street.

b. Storm Drainage

Drainage design will conform to the City of Loveland Master Drainage Basin Study (1986), as completed for the City of Loveland by WRC Engineering, Inc. Drainage from this site will be collected in the north east comer of the parking lot and removed through existing storm pipes provided by Wintergreen Village which will connect to existing detention. The on-site detention will be provided with discharge to the existing creek east of the Louden Ditch at the two-year historic rate. Detention is anticipated to occur in the Horseshoe Basin and drain to a detention facility in the northeast corner of the site out falling into an existing pipe under North Garfield Ave. and into the existing creek east of Louden Ditch.

c. Electric

The City of Loveland Light and Power Utility will provide electric service and power department meters for dry utilities and will be grouped together in one location on the building. Blanket Utility Easements- outside building envelopes- to accommodate the installation of underground electric power, will be provided with the plat. The transformer is located at the southwest comer of the building.

d. Gas

Xcel Energy will provide natural gas. Meters for dry utilities will be grouped together in one location on the building.

e. Irrigation Ditches

None on site.

f. Cable Television

Comcast Cable TV is the local service provider.

g. Telephone

Telephone service will be provided by CenturyLink and other providers as available.

5. Public Facilities Providers

a. Police
The City of Loveland Police Department will provide the law enforcement services within the development

b. Fire Protection
The design of structure will comply with local building codes regarding fire protection. The development will be served by the City of Loveland Fire Department with service areas as determined to be appropriate.

c. Public Schools
No site is identified in this parcel per the Thompson School Distri~t

d. Parks and Open Space
The Developer shall be responsible for walkway and landscape improvements within the Private Drive right-of-way.

c. Emergency Medical Service
The development is within the Thompson Valley Hospital and Ambulance District.

6. Landscaping and Fencing

a) Overall Concept

Landscaping has been designed to meet the standards set forth in the Wintergreen Village GOP. All landscape shall be installed per these plans. See landscape sheets of this FDP. Buffer yards have been landscaped to meet or exceed Loveland standards. All landscaping shown as "provided by others" in the landscape plan shall be designed and installed by Wintergreen First Subdivision as stated in the FDP narrative of Lot 1 Block 1.

b) Edge Treatment

The project entry identity features have been designed to complement the site, not overpower it. The overall concept is to treat the main roadways as tree-lined lanes reflective of early, established communities typical of Northern Colorado.
One of the most important aspects of the development's overall appearance as viewed from its edge is the appearance of the structures. Elevation of structures visible from public right of ways have been detailed or screened to provide visual interest and avoid unattractive views as set forth in the following guidelines.

c) Streetscape

The streetscape along 64th street and the private drives includes attached sidewalks and regularly spaced street trees planted in a tree lawn which will be provided by the Wintergreen First Subdivision Lot I Block I. The area between the back of sidewalk and the parking lot is planted with a variety of evergreen and deciduous shrubs. A small-scale identification sign is proposed on the interior of the site, with accent plantings consistent with other adjacent pad sites.

d) Landscape Walls
There are no landscape walls proposed.

e) Fencing
The only fencing applicable will be used to screen the trash receptacles and will be with in compliance of the standards set forth in the City of Loveland Site Development Performance Standards and Guidelines section 4.09.02

6. Architecture

a) The project is a 3,178 sq. ft. restaurant building with 452 sq. ft. of outdoor seating. Complimentary materials such brick, integrally-colored masonry, stucco, steel canopies, wood columns and beams make up the palate for the building exterior. The building has a maximum height of 25-0"'.

b) The palette of colors will be appropriate to Wintergreen Village and the immediate neighborhood using earth tones and complimentary accent colors.

The overall concept will emphasize the following elements:

1. Building form and character shall be of an appropriate scale. Design considerations shall include the mass, bulk and proportion of the structure including roofs, walls and openings.
2. Building colors for primary and accessory structures shall be low-reflective, subtle, neutral or earth tome colors with the intent of promoting a harmonious appearance of the structure.
3. All elevations of structures will be detailed to provide visual interest and avoid unattractive views.
4. Roofing materials, windows, building materials and finish will be coordinated to achieve a cohesive appearance.
5. Primary building entrances shall be clearly defined and recessed or framed by sheltering elements such as an awning, arcade or portico in order to provide shelter in inclement weather.

6. All heating air-conditioning. refrigeration, ventilation or other mechanical equipment located on the exterior of any building or structure shall be screened from view of abutting public street and residential properties.
7. Site Lighting shall be in accordance with the point by point illumination plan on sheet 9 of this FDP. Parking light poles are specified at 27'-0" in height

7. Land Use Statistics & Information

Building coverage	3,178 s.f.	(7.2%)
Parking and drives	27,305 s.f.	(61.9%)
Walkways and patio	1,972 s.f.	(4.4%)
Landscape / open space	11,691 s.f.	(26.5%)
Gross site area:	44,146 s.f.	(100%)

Parking Data

	Required	Provided
Standard (9' x 19') parking	36	55
Compact spaces	n/a	0
Motorcycle spaces	n/a	0
Handicap parking	2	2
Total parking (1 space per 100 sf - including patio)	36	55
Bicycle parking (2 spots per 25 parking spaces)	4	4

Total floor area	3,178 sf
Total patio	452 sf
Floor area ratio	.07
Property zoning	PUD
Land use	Drive through fast food restaurant
Building height	25'-0"
Building occupancy type	A2
Allowable area for A2 occupancy	6,000 sf

PC ATTACHMENT 2

Type of construction	VB - fully sprinklered
Occupancy load	100 seats
FEMA floodplain	no

a) Building Setbacks

Setbacks are measured from the face of the foundation walls; perpendicular to prop~ lines, right-of-way or street flow lines, as appropriate. The following setbacks are per the Wintergreen Village GDP, as defined for a C- Commercial land use on sheet I of 7 and the setback table on sheet 3A of 7:

Setback From	Parking and Drives	Structures
Setback from side or rear property line	5 feet	15 feet

b) Height Limit

Maximum building height is 25'.

c) Parking

The number, size, and design of parking spaces and lots shall correspond to the requirements of section 18.42.030 of the Loveland Municipal Code:
I space for every 150 square feet of building space for any cafeteria or restaurant use including outdoor seating area.

Description of demand is as follows:

Indoor restaurant space equals 3,178 square feet and outdoor seating area equals 452 which totals 3,630 square feet. Parking requirements equal 24 spaces, however the project is providing 55 spaces.

d) Internal Walkways

Internal walkways will be 6' minimum width.

d) Floor Area Ratio
The floor area ratio is the gross floor area of all buildings or structures on a lot divided by the lot area
Floor Area Ratio: 0.07

e) Signage

PC ATTACHMENT 2

One entry monument sign will be located at the primary entry drive, internal to the site and will be in conformance with the signage design criteria for the Planned Sign Program. The sign will be reflective of the architectural character and identity of the community, while integrating with the theme of the Wintergreen Village Development

9. Landform Modification

Major modifications to existing grades have been avoided for the overall design of the site. Other minor modifications such as a landscape retaining wall may be incorporated in the landscape plan for visual interest. Final grading design is shown on the FDP construction Plans as prepared by Interwest Consulting Group Civil Engineers.

10. Existing and proposed contours

Initial grading of the site has been completed by the Wintergreen 1st Subdivision. Final grading will be very limited with a proposed contour of not less than 2 percent sloping toward the northeast comer of the property.

11. Implementation

a) Overall Concept
All land within this FDP wiII be governed by the provisions of the City of Loveland Site Development Performance Standards and Guidelines, unless other specific standards and provisions are set forth in this plan.
b) Covenants
The covenants fall within the agreement made as of the 3rd day of November, 2005 between \Val-Mart Real Estate Business Trust, a Delaware statutory trust (“Wal-Mart"), and SDC-Loveland. LLC, an Ohio limited Liability company ”Developer"). This covenants was filed with the Larimer County Clerk and Recorders office on *11/1812005 #2005·0098184.*
c) Maintenance of Common Areas
(Not applicable to this project)

12. Proposed Phasing and Build out Time period

The site will be constructed in one phase. Estimated build-out is five months. Construction is scheduled to begin early August 2014.

13. Regulatory Procedures

a) The project complies with all subdivision and zoning regulations.
b) No easements are to be vacated with this proposal.

PC ATTACHMENT 2

1. Purpose of the Project

The following goals, concepts, and development standards apply to the 111.818 acres that comprise the Wintergreen Village P.U.D. The purpose of the project is to provide an appropriate mix of uses and variety of housing types in a well-planned neighborhood. This development will provide variety in the type, design and layout of building, circulation systems, and open spaces within the neighborhood.

2. Land Use

A. Overall Concept

The development plan provides for a mix of commercial/retail and housing types comprised of conventional single family detached homes, patio homes, single family attached, and multi-family residences. Gross density varies from 3.5 d.u./ac. to 12.0 d.u./ac. The concept for the development is to provide a housing mix within a cohesive neighborhood, unified by a traditional street system and variety of open areas, anchored by neighborhood activity centers within convenient walking distance of all residents. More intense uses are located to minimize traffic impacts on lower density areas, and to *facilitate* access to jobs and services from the residential areas. A network of open spaces and greenbelts will also facilitate pedestrian circulation and drainage. Substantial perimeter landscape buffers are provided adjacent to existing/platted development and North Garfield Ave.

B. Land Use Categories and Definitions

The land use categories permitted include, but are not limited to the following: (Refer to Sec 3.B for *specific permitted* and prohibited uses.)

- **COMMERCIAL** - Commercial area providing general retail, shopping, services, and dining opportunities to the neighborhood and surrounding community, and which is not considered as "Large Retail".
- **LARGE RETAIL ESTABLISHMENT** - A retail establishment, or any combination of retail establishments in a single building, or a movie theater or an indoor recreational use, occupying more than twenty-five thousand (25,000) square feet of gross floor area, except that no supermarket shall be deemed to be a large retail establishment.
- **PROFESSIONAL OFFICE/CLINIC** - An office for professionals such as physicians, dentists, lawyers, architects, engineers, artists, musicians, designers, teachers, accountants or others who through training are qualified to perform services of a professional nature and where no sale of merchandise or repair of articles or vehicles occurs, including establishments where patients are admitted for examination and/or treatment on an outpatient basis by one or more physicians, dentist, other medical personnel, psychologists, or social workers, and where patients are not on the premises overnight.
- ***NEIGHBORHOOD ACTIVITY CENTER*** - *Park area(s) located within the residential neighborhoods* offering a variety of recreational activities that may include open space, playground, community center and other uses that meet community needs.
- **SINGLE FAMILY** - Free-standing, one-family dwelling unit, located on an individual fee-simple lot, or as condominium ownership.
- **SINGLE FAMILY ATTACHED HOME** - Homes that have two units attached together, located on an individual fee simple lot, or as condominium ownership.
- **PATIO HOME** - (Also referred to as a Small-lot Single Family Homes). One-family dwelling unit that is typically located on small, individual, fee-simple lot, or as condominium ownership. These homes may share a common wall on one side of the home. If these homes are proposed at the P.D.P. level, specific building elevations will be provided at that time.
- **MULTI-FAMILY** - A structure, or group of structures, containing three or more, separate dwelling units - attached in any configuration. Units are typically for sale housing.
- **ACCESSORY DWELLING UNIT** - A secondary dwelling unit located on a lot with a single family detached home.
- **Front Yards** - are those yards adjacent to the front door of the structure. *If the front door does not face* the street, the yard that the front door is facing shall be considered the front yard.
- **Corner Side Yard** - is a side yard of a structure that faces a street or alley.

C. Land Uses

Permitted Uses

Additional uses may be considered, but may require an amendment to the G.D.P.

Note: Until such time as complete development of the land occurs, the site, or portions thereof, may be used for agricultural pursuits.

Residential:

a. Single family detached and attached homes
b. Patio homes (a.k.a. small-lot single family)
c. Multi-family structures
d. Parks, playgrounds, play fields, sport courts, and open space
e. Community Center
f. Accessory uses, such as maintenance facilities within the single family attached/ multi-family parcels
g. Home businesses as permitted by city code

Commercial:

a. Banks and financial institutions and companies (drive-through facilities permitted)
b. Medical/dental labs and clinics
c. Small animal vet clinics - with indoor overnight facilities, not for long-term boarding
e. Offices
f. Personal service shops (i.e., beauty salon)
g. Small retail shops (5,000 s.f. or less)
h. Indoor/outdoor restaurants, including fast food
i. Daycare centers - adult or child
j. Convenience stores, per Section 18.52.060 of the city code
k. Gas stations, per Section 18.52.060 of the city code
l. Car washes
m. Utility facilities
n. Similar facilities and uses to those listed above
o. Large Retail Establishment and all associated uses (drive-through facilities permitted)

D. Neighborhood Structure

As indicated above, the site is planned as a cohesive neighborhood with an appropriate mix of housing types and commercial uses. Unifying elements include a traditional street pattern, street trees along collectors, and neighborhood activity centers. Within each parcel, a maximum number of dwelling units (±10%) will be allowed as designated on the G.D.P. plan, and will be designed in accordance with the development standards outlined on this plan.

Wintergreen Village will be constructed in multiple phases as generally indicated by these plans. As development progresses, minor density transfers between parcels, and other adjustments may be made per Section 18.41 of the City Code.

3. Circulation

A. Overall Concept

Primary vehicular access to the site will be from North Garfield Avenue, via, a public street on the south side of the site and West 65th Street. The site is linked to the Longview Industrial Park by Harrison Avenue, and is planned to allow access to future development to the south and west. On-site circulation will emphasize pedestrian and vehicular access to destinations along the streets including the Commercial, and the Neighborhood Activity Center.

B. Components

1. Vehicular: A series of residential and minor collector streets will distribute and collect traffic to and from the parcels within the neighborhood. Local streets and private drives will be designed to provide access within the neighborhood. Local and collector streets may vary in width, according to the amount of traffic to be accommodated and the specific design requirements of each parcels, as approved with the specific Preliminary & Final Development Plans.

Off-site improvements shall be determined with city review of the G.D.P. and subsequent P.D.P.'s.

Private lots may be accessed by local streets, minor collector streets, private drives and private streets.

2. Pedestrian: An overall system of pedestrian ways will be provided along roadways and through selected open space areas. Detached sidewalks will be provided along collector streets, and North Garfield Avenue. Attached sidewalks will be provided on all local streets. All required street-side sidewalks shall be located wholly within the right-of-way.

An easement for a regional recreational trail to be installed by the city shall be dedicated to the City of Loveland for a future underpass on North Garfield Ave. and may be located off-site. The easement shall be designed to accommodate trail grades that meet current ADA requirements. The easement may parallel North Garfield Ave. and can be co-located with detention/open space areas if designed to meet minimum trail requirement, or may be located off-site. This easement will be further defined in coordination with the City of Loveland Parks & Recreation Department on subsequent P.D.P. and F.D.P. documents.

A 10-foot city trail easement shall be located within this project, or located off-site, and may be integrated into the overall project design or may be located along the north or south property lines. The trail alignment shall be coordinated with the City of Loveland but shall generally run east/west. This trail alignment will be defined on subsequent P.D.P. and F.D.P. documents. No fencing or landscaping shall be allowed within the recreational trail easement, unless approved and maintained by the HOA..

All sidewalk or trail connections to this city recreation trail will be constructed by the developer and maintained by the Homeowners Association(s). Also, the HOA will maintain any sidewalk/trail connections that would otherwise have been required for the development (i.e., within rights-of-way).

C. Performance Standards

North Garfield Avenue, which abuts the site, is expected to be developed to major arterial standards. Accordingly, future subdivision plats shall provide for dedication of necessary right-of-way to accommodate ultimate improvements (75' half-width). Street improvements and new streets will be constructed in accordance with the street-cross sections shown on Sheet 6 per the Larimer County urban street standards, or as modified by individual PDP's and FCP's. On-street parking is permitted on the minor collector and local streets.

4. Public & Private Utilities

A. Overall Concept

All public facilities and services are readily available to the site. Utilities will be installed underground, and will be provided for as described below.

B. Water and Sewer

Water and sanitary sewer service will be provided by the City of Loveland. The following improvements will be constructed by the developer of this project, unless completed or financially secured by others prior to the time the improvements are needed by this project.

Water service will be provided by installing a 16 inch line in the North Garfield Ave. right-of-way from the southern entrance to this PUD to 57th Street. Then install a 16 inch line through the Wintergreen project from the eastern boundary to the western boundary. Then a 16 inch line from the western boundary of the development to a point west of the existing Railroad, then along 57th Street to Duffield Avenue running south from that point with a 16 inch line to an existing 16 inch diameter water line at the north boundary of Alford Lakes.

The sanitary sewer service for this site is provided by extending an 10 inch line from the west boundary of the development to a point west of the existing railroad. A 15 inch line from the aforementioned point southerly to West 57th Street, and a 21 inch line from that point south to connect with the existing 24 inch line in Duffield Avenue.

Details of these service connections and specific alignments will be finalized at the time of preliminary and final plan development.

C. Storm Drainage

Drainage design will conform to the City of Loveland Master Drainage Basin Study (1986), as completed for the City of Loveland by WRC Engineering, Inc. On-site detention will be provided with discharge to the Dry Creek and the existing creek east of the Louden Ditch at the two-year historic rate. The site straddles a ridge lying between Dry Creek Basin (Sub-basin 9), and the Horseshoe Basin (Sub-basins 5 and 6). Detention is anticipated to occur in two locations. The eastern portion of the site which is in the Horseshoe Basin will drain to a detention facility in the northeast corner of the site outfalling into an existing pipe under North Garfield Ave., and into the existing creek east of Louden Ditch. The southern and western portion of the site which is in the Dry Creek Basin will flow into a detention area along the southern portion of the site. This area will outfall in a piped system to the southwest and into Dry Creek through a culvert underneath the railroad.

A preliminary drainage report has been prepared for this G.D.P. Generalized locations and sizing of detention and conveyance facilities are included in this report. This site is located within the Horseshoe Basin as defined by the City of Loveland Master Drainage Plan.

D. Electric

Service will be provided by the City of Loveland Light and Power Department.

E. Gas

Excel Energy will provide Service.

F. Telephone

Qwest will provide local service.

G. Irrigation Ditches

None on site.

H. Cable Television

Comcast Cable TV will provide Service

5. Public Facilities

A. Parks and Open Space

The development will incorporate a network of open space areas, greenbelts, and landscaped buffer areas; but will focus on the center green and small open play areas. These areas will be designed to link the various parcels that comprise the neighborhood and provide access to the commercial areas as well as the adjacent employment area, and future development to the west.

B. Schools

No site is identified in this parcel per the Thompson School District.

C. Fire and Police

The development will be serviced by the City of Loveland Police and Fire departments with service areas as determined to be appropriate.

6. Landscaping & Fencing

A. Overall Concept

Landscaping will be designed with a comprehensive concept for the entire development. Open spaces and bufferyards will be landscaped to meet or exceed the Loveland standards. These spaces will also be designed to foster passive and/or active recreational pursuits.

The project entry/identity features will be designed to complement the site, not overpower it. By thoughtfully locating the open spaces, a sense of openness will be achieved. Collector streets will be designed with detached sidewalks, street trees, and tree lawns between the walk and the curb. The overall concept will be to treat the main roadways as tree-lined lanes reflective of early, established communities typical of Northern Colorado. Individual lots will be landscaped by the homeowners. However, a minimum of one tree shall be installed in the front or corner yards per street frontage (2 required for corner lots) of all single family homes, and patio homes. For homes with rear yards along public alleyways, one tree shall be required in the rear yard, where practical.

The multi-family areas will have landscaping maintained by the homeowners associations. Courtyards of the multi-family homes may be landscaped by the individual homeowners.

B. Edge Treatment

1. Architecture

One of the most important aspects of the development's overall appearance as viewed from its edge is the appearance of the structures. Elevations of structures visible from public rights of way will be detailed or screened to provide visual interest and avoid unattractive views as set forth in the following guidelines. To the extent possible, long stretches of double frontage lots will be avoided.

2. Landscaping

Perimeter landscaping and grading has a number of edge functions, including separation of uses, noise mitigation, recreational opportunities, aesthetic (visual) qualities, and storm drainage management.

3. Entries

Two major entry points are proposed from North Garfield Avenue including the proposed minor collector and the southeastern property corner and West 65th Street (in Longview). The entries will be designed with the development's overall theme in terms of landscape and architectural/hardscape treatment.

4. Perimeter Fencing

The use of fencing as a part of the development's residential and N. Garfield Ave. edges will be minimized to the extent practical. The dominant form of edge treatment will be landscaping. Perimeter fencing (except adjacent to the Longview Industrial Park, where heights may extend to 8 feet) will be limited to a maximum of 6 feet in height. Chain link and unembellished stockade wood fencing is prohibited.

5. North Garfield Ave. Frontage

The treatment of the frontage along North Garfield Ave. is vital to the appearance of this neighborhood and *its identity. To provide a transition along the highway from* the largely undeveloped areas to the north, a 100 foot average setback of landscaped open space is provided between the North Garfield Ave. and the commercial uses. The minimum setback width shall be 75 feet. This open space will be appropriately landscaped to provide a visual buffer for both the highway and the residents and users. Specific details will be provided with the PDP and FDP plans.Large clusters of coniferous trees, mixed with large shade trees, a variety of shrubs, and grasses will be designed to create a sense of nature within the more urban context of the city and neighborhood. The use of native plant species is encouraged and will be employed where practical.

While this landscape area will likely be utilized as a part of the site drainage system, it will provide a sufficient buffer and maintain a sense of openness as one enters the City of Loveland.

C. Maintenance

1. The landscaped areas of the development, including perimeter areas, common open space, and entry features, will be maintained by the appropriate Homeowners' Association(s).
2. Right-of-way landscaping, where installed, will be maintained by the adjacent homeowner, or by the Homeowners' Association(s) as determined in the final covenants.
3. Maintenance of the city trail and adjoining easement shall be shared by the city and Homeowners Associations. The city (Parks & Recreation) shall maintain the recreation trail surface, while the homeowners associations will be responsible for maintenance of the associated landscaping, irrigation and ground cover.

D. Water Conservation Measures

Landscape design of common open space areas will incorporate, where practical, Xeriscape principles that will decrease the need for irrigation water from a standard landscape treatment. City of Loveland Raw Water requirements will be proportionally decreased for those areas that are planted with non-irrigated or low-irrigation, native and apt landscaping materials and will not require city water for irrigation. This proportional decrease will be calculated objectively and included on subsequent P.D.P. and F.D.P. documents.

E. Private Fencing

Fences will be allowed on private lots according to the following criteria:

- *Backyard fencing between lots:* 6 foot privacy fences will be allowed on lot lines;
- *Backyard fencing on corner lots:* 6 foot privacy fences will be allowed, setback a minimum of 10' from adjacent sidewalk, or curb where no walk is present;
- *Front yard fencing:* open rail, picket or other fencing will be allowed at a maximum height of 36 inches;
- Sideyard fencing will not be allowed to protrude beyond the front façade of the house;
- Fencing adjacent to Open Spaces: May be solid or open, limited to a maximum height of 48 inches;
- Lots backing up to the buffer, parcel C may have rear fencing extended to a maximum of 8 feet as part of the required noise mitigation, with the height stepping down along the sides to no more than 6 foot at the front building plane.

Heights exceeding the above limits may be allowed in instances where such heights are required for mitigation of noise impacts.

A fencing program will be detailed in subsequent development plans to ensure compatible and consistent fences within the neighborhood. The P.D.P. and F.D.P. and recorded covenants will further define appropriate edesigns aned materials for fencing.

F. Sound Walls and Fencing

Sound walls Fences will be allowed in commercial areas and in the noise buffer as needed and required in sound impact studies. Sounds walls may be built of masonry or wood materials, with the height determined by sound studies.

A sound wall program will be detailed in subsequent development plans to ensure compatible and consistent walls within the neighborhood. The P.D.P. and F.D.P. and recorded covenants will further define appropriate designs and materials for sound walls.

7. Architectural & Site Requirements

A. Overall Concept

The overall design concept will emphasize the *following elements:*

a. An attractive streetscape helps to create an identity for the neighborhood, bolstering a sense of place, and belonging in the residents.
b. Building form and character shall be of an appropriate scale. Design considerations shall include the scale and form of the building's major elements, including roofs, walls, and openings.
c. Roofing materials, windows, building materials, and finish will be of a high quality, and coordinated to achieve a cohesive appearance.

B. Performance Standards

1. Residential

a. All residential roofs shall be gabled, hipped, gambrel, or other sloping form with a minimum roof pitch of 5:12.

b. Architectural features (i.e., windows, dormers, wall offsets) shall be incorporated into all facades of residential structures that face a public right-of-way to provide visual interest along the streetscape.

c. Detached garage structures shall be designed to be consistent with the materials, colors and architecture of the principal structure, such as in the multi-family areas.

d. On residential lots less than 65 feet wide, measured at the front building setback, garage doors that are visible as part of the front building elevation (facing any public street) shall be recessed behind either the front facade of the living portion of the dwelling or a covered porch by at least 4 feet. Covered porches referred to in this standard shall measure at least 8 feet, measured across the front of the building, by 6 feet *in depth.*

e. Garage doors visible as a part of the front elevation shall not comprise more than 40 % of the ground floor street-facing linear building frontage. Alley-loaded and corner lots are exempt from this requirement.

f. Lots less than 65 feet wide, measured at the front building setback, shall not be permitted a garage where garage doors for more than two cars are visible as part of the building elevation facing any adjacent public street. Multiple car garages utilizing tandem spaces would be permitted.

2. Accessory Dwelling Units

a. If these units are proposed at the P.D.P. level, specific building elevations will be provided at that time.
b. Total number not to exceed 10 % of total single family units.
c. Accessory dwelling units shall be included in the calculation of the total number of units allowed within a GDP and each subsequent PDP and FDP.
d. Must be on the same lot, either attached or detached with another single-family dwelling unit.
e. Must have a minimum of five hundred square feet and cannot exceed seven hundred fifty square feet of floor area.
f. Must have its own cooking and bathing facilities.
g. Electric, water and sewer service must be from the single-family dwelling unit on the property. There shall not be separate utilities to the accessory unit.
h. Must be of the same architectural style, *materials and colors as the principal single-family dwelling so as* to be architecturally compatible.
i. No portion of an accessory unit shall be located nearer the front lot line than the principal single-family dwelling unit.
j. Must meet all of the setback requirements.
k. There can only be one accessory dwelling unit permitted per lot.
l. There shall be no off-street parking required where the street width is twenty-eight feet or greater;
m. To qualify as an accessory unit under this section, one of the units on the property must continue to be occupied by the owner of the property;
n. Pay all applicable plant investment fees customarily associated with new single-family dwellings.

3. Commercial Areas, Professional Office/Clinic

a. All exterior building materials shall be of a high quality, and shall not include tilt-up concrete panels, or prefabricated steel panels. Smooth face concrete block may be used but shall not be the predominant material and shall be used in combination with other textural materials.

b. All building designs shall provide architectural features on all facades visible from public rights of way or residential developments to increase visual interest and provide for an attractive development. Screening and buffering may be used where appropriate ine lieu of earchitectural features.

c. A single, large, dominant building mass shall be avoided. Horizontal massing, where visible from public rights of way, shall not exceed 100 feet without variation in massing which may include a change in height and projecting/recessed elements.

d. The architectural design shall be sensitive to the neighborhood context of the site, and provide a compatible and complementary design.

e. Materials for facades shall be varied and provide interest through changes in texture, materials, or an obvious change in plane (i.e., offset, projecting rib, or reveal).

f. Building colors for primary and accessory structures shall be low-reflective, subtle, neutral or earth tone colors with the intent of promoting a harmonious appearance of the structures within the context of the surrounding neighborhood and open spaces. Bright accent colors, intended to express corporate or business logos, shall be used only on a limited basis and shall not be internally illuminated, except for any portions thereof that area permitted as signs, per this G.D.P.

g. The commercial, professional office/clinic floor area ratio shall not exceed 0.35:1.

h. Parapets, not to exceed 5' or height of equipment being screened, shall be required to screen all rooftop mechanical equipment.

i. Facades
i) Facades that face public rights of way or connecting pedestrian frontage shall be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, or trellis with vines, along no less than fifty (50) percent of the facade.
ii) Side or rear walls that face walkways may include false windows and door openings defined by frames, *sills and lintels, or similarly proportioned modulations* of the wall, only when actual doors and windows are not feasible due to the nature of the use of the building.
iii) All facades shall have four (4) or more of the following:

- thicker wall, ledges, or sills;
- integrally textured materials such as stone, CMU or other architectural masonry;
- integrally colored and patterned materials such as smooth-finished tile or faux stone;
- lighter or darker colored materials, mullions or panel;
- planters;
- cornice treatments, other than just colored stripes or bands, which may include integrally textured materials such as stone, masonry, or other textured materials;
- sloping roofs with overhangs;
- stepped parapets;
- Flash capping shall be permitted in addition to cornice treatments.

j. Primary building entrances shall be clearly defined and recessed or framed by sheltering elements such as an awning, arcade, or portico in order to provide shelter in inclement weather.

k. Awnings used primarily for the purpose of advertising and signage are limited to the width of a single storefront. All awnings should relate to the articulation of the building facade

l. Landscaping/berms must be placed between the public rights-of-way and the parking areas, to decrease the visual impact of the parking areas. Typical "highway strip" type development is not appropriate in this area.

m. Parking areas shall be screened from view of adjacent streets and residences. Screening can be achieved by building placement, or through the use of berming (minimum 3' high) and landscaping.

n. Where internal pedestrian walkways cross a driving lane, they shall be distinguished from the driving surface through the use of durable, low-maintenance surface such as colored, scored concrete, pavers, brick, or similar surface treatment.

o. All heating, air conditioning, refrigeration, ventilation or other mechanical equipment located on the exterior of any building or structure shall be screened from view of abutting public streets and residential properties.

p. Site lighting shall be in accordance with the city's performance standards.

q. Outdoor storage, as permitted by this G.D.P., must be screened completely from the view of residential areas on the site, and from any public rights-of-way, and heavily screened (>75 %) from view of adjacent industrial properties. A combination of fencing and landscaping should be used to accomplish this screening effect.

(Continued on Sheet Two)

SHEET KEY

Sheet 1 - Narrative
Sheet 2 - Narrative
Sheet 3 - Conditions and Signatures
Sheet 4 - General Development Plan
Sheet 5 - Overall Utility Plan
Sheet 6 - Sections
Sheet 7 - Architecture Sheet - Large Retail Establishment
Sheet 8 - Architecture Sheet - Residential
Sheet 9 - Architecture Sheet - Commercial
Sheet 10 - Street Sections

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Wintergreen Village

2nd Amended General Development Plan

Wintergreen First Addition
LOVELAND, COLORADO

NORTH
0 200' 400'
SCALE 1"=200'

JOB NO: January 13, 2005
ACAD FILE: 35013gdp2
DRAWN: RR
CHECKED: TCH
DATE: 2-13-04
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Mylar 6-9-05

SHEET TITLE:
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NARRATIVE
SHEET NO:
1 OF 10

PC ATTACHMENT 3

4. Large Retail Establishments
a. All exterior building materials shall not include tilt-up concrete panels, or prefabricated steel panels. Smooth face concrete block may be used but shall not be the predominant material.

b. All building designs shall provide architectural features on all sides visible from public rights of way to increase visual interest and provide for an attractive development. Screening and buffering may be used where appropriate in lieu of architectural features.

c. Horizontal masses shall not exceed 100 feet in length without substantial variation in massing, which may include a change in height and projecting/recessed elements.

d. The architectural design shall be sensitive to the neighborhood context of the site, and provide a compatible and complementary design.

e. Materials for facades shall be varied and provide interest through such techniques as changes in texture, materials, or an obvious change in plane (i.e., offset, projecting rib, or reveal).

f. Building colors for primary and accessory structures shall be low-reflective, subtle, neutral or earth tone colors with the intent of promoting a harmonious appearance of the structures within the context of the surrounding neighborhood and open spaces. Bright accent colors, intended to express corporate or business logos, shall be used only on a limited basis and shall not be internally illuminated, except for any portions thereof that are permitted as signs, per this G.D.P.

g. The large retail floor area ratio shall not exceed 0.35:1.

h. Parapets shall be required to screen all rooftop mechanical equipment.

i. Facades
i) Facades that face public rights of way shall be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, or trellis with vines.
ii) Side or rear walls that face public rights of way may include, but are not limited to, false windows and door openings defined by frames, sills and lintels, or similarly proportioned modulations of the wall.
iii) All facades shall have four (4) or more of the following:
- integrally textured materials such as stone, CMU or other architectural masonry;
- integrally colored and patterned materials such as smooth-finished tile or faux stone;
- lighter or darker colored materials, mullions or panels;
- planters;
- cornice treatments, other than just colored stripes or bands, with integrally textured materials;
- sloping roofs with overhangs and brackets;
- stepped parapets;
- Flash capping shall be permitted in addition to comice treatments

j. Primary building entrances shall be clearly defined and recessed or framed by sheltering elements in order to provide shelter in inclement weather.

k. Architectural awnings shall be primarily used to provide shelter to connecting walkways. Awnings used primarily for the purpose of advertising and signage are limited to the width of a single storefront.

l. Primary buildings and landscaping/berms must be placed between the public rights-of-way and the parking areas, to decrease the visual impact of the parking areas. Typical "highway strip" type development is not appropriate in this area.

m. Parking areas shall be screened from view of adjacent streets and residences. Screening can be achieved by building placement, or through the use of berming (minimum 3' high) and landscaping.

n. Where internal pedestrian walkways cross a driving lane, they shall be distinguished from the driving surface through the use of durable, low-maintenance surface such as colored, scored concrete, pavers, brick, or similar surface treatment.

o. All heating, air conditioning, refrigeration, ventilation or other mechanical equipment located on the exterior of any building or structure shall be screened from view of abutting public streets and residential properties.

p. Site lighting shall be in accordance with the city's performance standards.

q. Outdoor storage, as permitted by this G.D.P., must be screened completely from the view of residential areas on the site, and from any public rights-of-way, and heavily screened (>75 %) from view of adjacent industrial properties. A combination of fencing and landscaping should be used to accomplish this screening effect.

5. Gas Stations and Convenience Stores must, in addition to the performance standards for all commercial areas as listed above, meet the following performance standards:
a. No sign advertising, identifying, or directing the attention of the public to any specific food(s) items or products, not including beverages, that are offered for sale and/or consumption on the premise as part of the accessory sales shall be visible beyond the boundaries of the premise. Signage for an accessory use (maintaining a separate business license) that sells food, is limited to two (2) wall-mounted signs on the primary structure, not to exceed 10 % of the area of the wall on which they are mounted. These signs can indicate the name of the food establishment offering the food only - not specific food items or products (i.e., "Taco Bell Express" vs. "Burritos - Tacos - Nachos"). Signs advertising gasoline prices are exempt.

b. Canopies may not exceed 16.5' in total height. Canopies shall be architecturally integrated with the primary building through the use of the same or complementary materials, design theme and colors.

c. Landscaping materials and screening berms or walls shall be installed as necessary and practical along the street frontage of a gas station to mitigate the visual impact of the gasoline service islands and pumps and other product dispensing areas from abutting public streets and residential properties. These requirements are in addition to the other site planning and landscape requirements per this G.D.P. document.

d. The minimum distance between parallel fuel pump islands shall be 25 feet.

e. The minimum distance from the outside edge of the fuel pump island to a required drive lane shall be 12 feet. The minimum distance from the end of a fuel pump island and a required drive lane shall be 15 feet.

f. Outdoor lighting:
i) Except as noted below, all lighting shall meet the standards of section 7.B.7, parking lot lighting below
ii) Lighting levels on aprons and under canopies shall be adequate to facilitate the activities taking place in such areas. Except for signs, lighting of such areas shall not be used to attract attention to the business.
iii) Areas around the pump islands and under canopies shall be illuminated so that the minimum horizontal illumination at grade level is at least 1.0 foot-candle and no more than 5.5 foot-candles. The uniformity ratio (ratio of average to minimum illuminance) shall be no greater than four to one (4:1).vert
iv) Light fixtures mounted on canopies shall be recessed so that the lens cover is recessed or flush with the bottom surface (ceiling) of the canopy and/or shielded by the fixture or the edge of the canopy so that light is restrained to no more than 85 degrees from vertical. The material and color used on the underside of the canopy shall not be highly reflective, with the intent of minimizing the amount and intensity of light which reaches beyond the site boundaries.
v) Lights shall not be mounted on the top or sides (fascias) of the canopy, and the sides (fascias) of the canopy shall not be illuminated. Lighted signs are exempt.

6. Veterinary clinics and domestic animal day care must, in addition to the performance standards for all commercial areas as listed above, meet the following performance standards:
a. All facilities, including all treatment rooms, cages, pens, kennels and exercise runs, shall be maintained within a completely enclosed, soundproof building.
b. All facilities shall be designed and constructed in a manner that eliminates any emission of odor offensive to persons owning, occupying or patronizing properties adjacent to such clinics or hospitals.
c. All facilities shall be designed and constructed in a manner that complies with the noise limitations set forth in Chapter 7.32 of the Loveland Municipal Code.

7. Drive-Through Facilities in addition to the performance standards for all commercial areas as listed above, meet the following performance standards:
a. Drive-through facilities may be approved only as an accessory use to a commercial/retail or industrial use.
b. Entries and/or exits to drive-through facilities shall be a minimum of one hundred (100) feet from any intersection, or from another drive-through facility on the same side of the street, except that shorter distances from any intersection may be approved by the Director if the City Engineer determines that public safety and/or the efficiency of traffic circulation are not being compromised.
c. Drive-through stacking lanes shall be a minimum of one hundred (100) feet from any lot containing a residential use, except that the minimum distance may be reduced to fifty (50) feet provided a minimum six (6) foot high masonry wall is constructed between the drive-through stacking lane and the lot containing the residential use and the Director finds that the potential adverse impacts would be mitigated.
d. Speakers at drive-through facilities shall not be audible from adjacent residential uses. Sound attenuation walls, landscaping, or other mitigation measures shall be required as necessary to meet this standard.
e. Pedestrian walkways shall intersect drive-through lanes only at locations where both the pedestrians and drivers have clear visibility of the intersection.
f. Drive-through lanes shall have a minimum width of twelve (12) feet on curves and a minimum of eleven (11) feet on straight sections.
g. Minimum off-street stacking spaces shall be provided as follows:

i) Bank teller lane, 4 spaces measured from teller or window
ii) Automated teller machine, 3 spaces measured from teller machine
iii) Restaurant drive-through, 6 spaces measured from the order box
iv) Restaurant drive-through, 4 spaces measured from the order box to pick up window
v) Car wash stall, automated, 4 spaces measured from entrance
vi) Car wast stall, self-service, 3 spaces measured from entrance
vii) Other, 4 spaces measured from pick-up window

h. No drive-through lane shall exit directly into a public right-of-way. Drive-through lanes shall be integrated with the on-site circulation and shall merge with the access drive prior to reaching the street right-of-way.
i. Drive-through lanes shall be separated from landscaped areas by a six (6) inch high, poured in place, concrete curb or other suitable protective device approved by the Director.
j. Drive-through lanes shall be screened from view from public rights-of-way and landscaping shall be used to minimize the visual impacts of reader boards and directional signs. To the maximum extent feasible, drive-through lanes shall not be located between the principle building and adjacent public roadways or sidewalks. If the Director determines that there is no feasible alternative, drive-through lanes may be located between the principle building and adjacent public roadways or sidewalks, provided such lanes are set back a minimum of twenty (20) feet from any adjacent public roadway or sidewalk and the entire twenty (20) foot setback is landscaped and bermed with a minimum four (4) foot high berm to screen the drive-through lane and facility from adjacent roadways.
k. Menu boards shall be a maximum area of thirty (30) square feet, with a maximum height of six (6) feet and, to the maximum extent feasible, shall face away from public rights-of-way.
l. Any drive-through facilities shall be secondary in emphasis and priority to any other access and circulation function. Such facilities shall be located in side or rear locations that do not interrupt direct pedestrian access along connecting pedestrian frontage.
m. The design and layout of drive-through facilities for restaurants, banks, or other uses shall: avoid potential pedestrian/vehicle conflicts; provide adequate directional signage to ensure a free-flow through the facility; and provide a walk-up service option as well as drive-through.
n. Drive-through facilities and reader boards shall be located on the rear or side of principal structures to minimize their visibility from public roadways.
o. Drive-through lanes adjacent to public streets or sidewalks shall be separated from such streets or sidewalks by walls, railings, or evergreen hedges at least 3 feet high.
Car wash facilities and gas station auto service bays shall be located on the side or rear of principal structures to minimize their visibility from public streets.

8. Parking lot lighting, shall meet the following performance standards:
a. Light sources shall be concealed and fully shielded and shall feature sharp cut-off capability so as to minimize up-light, spill-light, glare and unnecessary diffusion on adjacent property.
b. Parking lot lighting shall be designed to provide the minimum lighting necessary to ensure adequate vision and comfort in parking areas and to not cause glare or direct illumination onto adjacent properties or streets.
c. The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site. Poles shall be anodized (or otherwise coated) to minimize glare from the light source.
d. Light sources shall minimize contrast with the light produced by surrounding uses, and must produce an unobtrusive degree of brightness in both illumination levels and color rendition. Incandescent, high pressure sodium, and metnl halide light sources all can provide adequate illumination with low contrast and brightness and are permitted light sources.
e. Light levels measured twenty (20) feet beyond the property line of the development site (adjacent to residential uses or public rights-of-way) shall not exceed one-tenth (0.1) foot-candle as a direct result of the on-site lighting.
f. Cut-off fixtures, meeting the specification established by the Illuminating Engineering Society of North America (IESNA) should be used in parking lots or, for fixtures that are not cut-off fixtures, the maximum initial lumens generated by each fixture should not exceed two thousand (2,000) and the mounting height of such fixtures should not exceed twenty (20) feet, unless otherwise approved by the Planning Commission at the time of PDP. The Planning Commission may, in its sole discretion, approve light fixtures with a height greater than 20 feet, if the Developer demonstrates that such fixture heights will be fully consistent with the Performance Standard for Illumination, as set forth in Section 3.09 of the City of Loveland Site Development Performance Standards and Guidelines, and will result in illumination levels at the property line not to exceed 0.10 foot candles.
g. Minimum illumination levels shall be no less than 0.3 foot candles.
h. The uniformity ratio (ratio of average to minimum illuminance) shall be no greater than four to one (4:1).
i. The minimum Color Rendering Index (CRI) shall be 20.

C. Materials n
Potential building materials and forms are outlined below:

Commercial:
Siding - Brick, stone, hardboard lap siding, wood siding, vinyl, stucco or synthetic stucco, split face CMU, smooth face CMU, Quik-Brik, or Glass. No vertical T111 siding shall be permitted.
Roofing - Asphalt shingles, tile, or standing-seam metal.

Residential:
Siding - Brick, stone, hardboard lap siding, wood siding, vinyl, stucco or synthetic stucco, or as allowed by the covenants and the building code. No vertical T111 siding shall be permitted.
Roofing - Asphalt shingles, tile, or standing-seam metal.

The appropriate materials for architectural elements may include, but are not limited to, the use of brick, stone, lap or other wood siding, synthetic stucco, split face CMU, smooth face CMU, Quick-Brik, Glass, asphalt shingles, tiles, wood shingles (as allowed by city code,) dormers, and covered porches.

Appropriate materials will be further defined with the respective P.D.P.

D. Minimum Setbacks
The following minimum setbacks shall apply to all development within this P.U.D. These setbacks are measured from the nearest property or right-of-way line, unless otherwise stated. The setback restrictions set by the View Corridors take precedence over the setbacks listed in this section.

Staggered setbacks, or other methods, shall be utilized where appropriate throughout the residential areas to provide variety and interest along residential streetscapes. A setback matrix or other objective mechanism shall be included with all residential P.D.P.'s.

Residential:
Single Family & Patio Homes
- Front - 15 feet / 20 feet to face of garage door, if facing a public street - measured from right-of-way or back of public sidewalk (alley-loaded garages exempt)
- Side - 1 foot over for each 3 feet in building height, with a minimum of 5 feet; optional for patio home units, 10 feet between structures
- Corner Side - 15 feet
- Rear - 15 feet to principal structure, 5 feet for detached accessory structures
- Rear Garage to Alley - 3 feet from garage door face to the property line of the alley

Single Family Attached
- Front - 15 feet
- Side - 5 feet; no setback is required between attached units
- Corner Side - 15 feet
- Rear - 10 feet / 6 feet for accessory structures / 3 feet from garage door face to the flowline of the alley, 32 feet min. between back to back buildings.

Multi-family & Related Parking
- From all perimeter boundary/property lines - 20 feet
- Between Buildings - 15 feet
- Detached Garages - 15 feet from residential structures / 0 feet from other garage structures

Commercial Areas, Professional Office/Clinic:
Primary Structures
- From public right-of-way - 15 feet
- From other property lines - 15 feet
- Between buildings - 15 feet

Related Parking
- From public right-of-way - 25 feet, 15 feet if buffered with visual screening such as low walls or hedges.

E. Building Height
Building height is defined as the vertical distance from existing grade to the highest point of the coping of a flat roof, or to the average height of the highest gable or hip roof, or to the highest point of a curved roof. This measurement shall be exclusive of church spires, chimneys, ventilators, pipes or similar mechanical or decorative apparatuses.

Any additional height restrictions established by the View Corridors will take precedence over the height limitations listed in this section.

Refer to the Loveland Municipal Code section 18.54 for information on calculating building heights.

Building heights are limited to 40 feet for multi-family and commercial structures, and 30 feet for all other primary residential structures. The eaves of a secondary structure (i.e., detached garage, with or without an accessory dwelling unit) may not exceed 10 feet in height, with roof slopes to match the primary residence.

F. Parking & Drives
Parking for residential units and non-residential uses will occur on each lot, or on-street as allowed by code.
Parking for multi-family and commercial uses will be accommodated on-site per code, and will be visually separated from public streets by a combination of berms, landscaping, setbacks or by other means per the individual site plans and as approved by the City. Additional off-street parking may be required in cul-de-sac islands, to be determined with P.D.P.

8. Landform Modification

The existing Wintergreen Village site has gently rolling topography. The site slopes in two directions from a gentle ridge in the center of the property. The ridge runs from northeast to southeast. East of the ridge the ground slopes at a 2.5% slope from west to east. The west side of the ridge slopes from north to south. The development of the parcels within this G.D.P. will generally conform to the existing topography, with grade modifications as needed to facilitate proper drainage.

Significant grade modifications that are anticipated include the development of the main commercial building pads in the eastern edge of the site with two detention ponds - one located adjacent to 287 and the other located south of the main building pad. The western portion of the site will be primarily residential and have a series of detention ponds located along the southern property boundary.. Grade modifications in the detention areas are anticipated to involve fill of approximately 5 to 10 feet and the excavation of ponds with excavation depths ranging from 0 to 9 feet. On the western boundary of the commercial area, a maximum cut of 10 feet is anticipated. The cut will most likely be taken up with a retaining wall. It is unlikely that a retaining wall will be visible to the general public as it will be behind the main commercial building.

Detailed grading design will be submitted with P.D.P.'s. A master grading plan accompanies this G.D.P.

9. Implementation

The following regulatory procedures shall apply to all development that occurs within the Wintergreen Village P.U.D. It is the intent of this plan to provide a mechanism by which land can be developed in a manner that encourages flexibility and innovative design of development, in compliance with other applicable land use and development regulations in effect at the time of approval of this Plan.

All land within this GDP will be governed by the provisions of the City of Loveland Site Development Performance Standards and Guidelines, unless other specific standards and provisions are set forth in this plan.

A. Noise Impacts
A Noise Impact Assessment was completed for this site by Balloffet and Associates in 1998 and updated by Felsburg Holt & Ullevog in 2004. This study was completed to ensure an appropriate land use mix and establish buffering standards for the residential uses from the Longview Industrial Park and North Garfield Ave., and the proposed commercial area within Wintergreen Village. It was found that the noise impact of North Garfield Ave. and the railroad is within the acceptable range and will not require mitigation. However, based upon the theoretical highest decibel levels permitted within the industrial area, some mitigation along the northern boundary is required. Site layout and landscaping have been designed to accommodate the findings of this study and to mitigate adverse noise-related impacts to the P.U.D.

In the revised noise assessment study, an eight foot high berm is required along the northern property line to adequately buffer the proposed residential units from Longview Business Park. This berm will be landscaped as well.

To buffer the proposed residential uses from the proposed Large Retail Establishment, a five foot berm is required along the west edge of the commercial property parcel C, and a 10-12 foot wall at the south west truck turnaround that measures 250 feet long.

Any P.D.P. that contains all or portions of the Commercial Center will be required to submit an addendum, if warranted, to the Noise Mitigation Study to ensure compliance with the noise limitations set forth in the Loveland Municipal Code, unless waived by the Current Planning Manager.

Note: If the noise standards for the City of Loveland are amended to include lesser decibel or mitigation restrictions, subsequent Wintergreen Village development plans may utilize those new standards to reassess the potential noise impact of the Longview Industrial Park .

B. Visual Impacts
A Viewshed Analysis of the site was performed to ensure adequate and reasonable views of the mountains to the west upon entering the site at Wintergreen Drive. The process used in performing this analysis was derived directly from the U.S. 34 Corridor Plan/Study. The view corridors are based on views of the mountains (Longs Peak, Mummy Range, and Horsetooth) upon entering the site from North Garfield Ave.

The viewpoint was assumed to be 5,000' in elevation, with the 8,000' foreground at 16.25 miles (Long's Peak) and 14.0 miles (Mummy Range) for corresponding view angles of 2.00-degrees and 2.32-degrees respectively. With the view angles, the View/Height Relationship was established of 1' up for every 28.64' over for the Longs Peak corridor, and 1' up for every 24.69' over for the Mummy Range corridor. The resulting view corridors are illustrated on the G.D.P., with tics noting every additional ten feet in height permitted (15', 25', 35'), assuming a viewpoint from 5' above grade.

As with the views to Longs Peak and Mummy Range, the viewpoint for Horsetooth Mountain is assumed to be 5000' in elevation. Given that the elevation of Horsetooth is at only a 7255' elevation, the 8000' foreground does not apply. The peak lies approximately 9.4 miles away, resulting in a corresponding view angle of 2.75 degrees, and a view height relationship of 1' up for every 28.8' over.

These corridors will be applied to applicable phases in subsequent P.D.P. and F.D.P. plans. Setbacks and building heights may be affected by these corridors.

C. Procedures
All proposed development of any type within the Wintergreen Village P.U.D. will be processed in accordance with the procedures set forth in Chapter 18.41 of the Loveland Municipal Code.

D. Wind Erosion Control
Fugitive dust and wind erosion shall be minimized through the following means and methods:
*Pre-disturbance vegetation shall be protected and retained whenever possible.
*Removal or disturbance of existing vegetation shall be limited to the areas required for immediate construction operations, and for the shortest practical period of time.
*All soils exposed during land disturbing activity (stripping, grading, utility installations, stockpiling, filling, etc.) shall be kept in a roughened condition by ripping or discing along land contours until mulch, vegetation or other permanent erosion control is installed.
*No soils in areas outside of project street rights-of-way shall remain exposed by land disturbing activities for more than thirty (30) days before required temporary or permanent erosion control (seed/mulch, landscaping) is installed, unless otherwise approved by the Current Planning Manager.
*Areas receiving final over-lot grading shall, at a minimum, be reseeded with a cover crop or diced with straw within 30 days after grading is complete, or during the next available planting season, if seasonal conditions do not permit.
*All applicable regulations (i.e., state, county) will be complied with.

10. Supplementary Regulations

A. Signs
The purpose of these supplementary regulations is to encourage the effective use of signs in the development; to improve pedestrian and traffic safety; to minimize the potential for adverse impacts of signs; and to encourage the creative use of signing and environmental graphics as a part of the overall development image.

1. Permitted signs - Signs permitted within this P.U.D. shall include:
a. All signs as allowed by the City of Loveland Sign Code shall be permitted including but not limited to Project Identification Signs, Joint Identification Signs, and Wall Signs.
b. A commercial signage program shall be developed for the commercial property at the time of P.D.P illustrating proposed sign locations.
c. Additional signs to be allowed within the GDP include the following:
i) Neighborhood Identification Signs - One sign per entrance to a specific neighborhood within the P.U.D. (i.e., multi-family complex, townhome area, patio home, single family).
ii) These signs shall be designed and built to the following standards:
- Signs must be designed to complement the Project Identification Sign in terms of colors, materials, scale, and general design.
- Signs shall not exceed 5 feet in height.
- Signs shall not exceed 30 square feet in sign face as defined by the sign code.

d. A residential signage program shall be developed for the residential property at the time of P.D.P illustrating proposed sign locations.
d. Directional and Regulatory Signs - as needed and permitted per city code.
e. Temporary Signs shall be permitted per the City of Loveland Sign Code.

2. Materials - Appropriate sign materials may include, but are not be limited to: wood, brick, stone, architectural block, stucco or synthetic stucco, brass or other decorative metals. Water features or other special identity features may be incorporated into the Project Identification Sign(s).

3. Application - Other than as noted above, signs shall be designed and installed in accordance with the Loveland Municipal Code, with regard to size, location, height, and other applicable standards.

The U.S. Highway 34 Corridor Plan signage regulations are applicable to freestanding signs: maximum height of 12 feet, preferred horizontal profile, appropriate landscaping, nature-sympathetic materials and colors.

B. Outdoor Storage
No boat, camper, trailer, motor home, bus, machine, or inoperable vehicle may be stored within the residential portions of the G.D.P., unless enclosed entirely in a garage. The same may be parked on a driveway or street for a period of time not to exceed 48 hours and subject to city codes. Outdoor storage is permitted in the commercial area associated with a large retail establishment. These must be in designated areas identified on the PDP and subject to all city standards.

C. Covenants and Architectural Review Committee
Private covenants shall be recorded to provide additional restrictions and guidelines for the homeowners and builders within the residential portion of this P.U.D. A reference shall be included in the residential covenants stating that each lot is subject to the regulations established in the amended Wintergreen Village P.U.D. documents.

In order to assist the City in its review of any building permit or development plan, homeowners, builders, or the Architectural Review Committee (ARC) for this development may, on a voluntary basis, submit results of any ARC Review to the City as part of any building permit application. However, in its action to approve or disapprove succh applications, the City shall rely solely on its own judgement of whether the proposed construction complies with all applicable City codes, regulations and standards, including the provisions of this GDP.

11. Regulatory Procedures

The following regulatory procedures shall apply to all development, which occurs within the Wintergreen Village Planned Unit Development, in accordance with Chapter 18.41 of the Loveland Municipal Code. It is the intent of this plan to provide a mechanism by which land can be developed in a manner that encourages flexibility and innovative design of residential development in compliance with other applicable land use and development regulations in effect at the time of approval of this Plan.

A. Variances
No variances are requested at this time. Specific variances, particularly to the Larimer Urban Area Street Standards, will be considered on a case by case basis with each preliminary and final development plan submitted.

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PC ATTACHMENT 3

Notwithstanding any other provisions described or depicted herein, all development and use of the land within the Wintergreen Village PUD shall be regulated by the following conditions:

Conditions of Approval

Power:

1. Unless Water and Power requirements for location of meters and other electrical equipment can be met on Town homes, the following will apply:

a. all Town home buildings of three or more units per building, electric meters will be located centrally on or near the building.
b. developer or his representative will be responsible for installing and maintaining the underground electric service to the meter per the National Electric Code.

2. For all other multiplex buildings of three units or more, electric meters will be located centrally on or near the building, and the developer or his representative will be responsible for installing and maintaining the underground electric service to the meter per the National Electric Code.

3. The following note shall be placed on all final plats of land within this PUD:

"A surcharge of five percent (5 %) will be added to all bills for the sale of electric power to additional services which came into the existence after January 31, 1987 within the territory herein annexed which surcharge will expire ten years after effective date of this annexation."

Stormwater:

4. Prior to approval of a Preliminary Development Plan and Preliminary Plat, the Developer shall provide, on the Preliminary Plat, a 20 foot wide Drainage Easement across the northeast corner of the site and parallel to HWY 287, acceptable to the Loveland Stormwater Utility, for construction of a storm sewer from the Longview Midway Business Park to reach the existing culvert beneath HWY 287.

Parks and Recreation:

5. The developer shall provide, at no cost to the City, an easement for the City Recreational Trail. The developer shall coordinate with the City on the final trail easement location as a final location has not been determined.

6. The developer shall provide, at no cost to the City, an easement for the future City Recreational Trail HWY 287 underpass. The developer shall coordinate with the City on the final location as a final location has not been determined.

7. All sidewalk or private trail connections to the City Recreation Trail shall be constructed at the owner's expense and maintained by the Owner/HOA.

8. The City shall only maintain the Recreation Trail surface that is proposed in this project. If the trail is located within an improved landscape area, i.e. greenbelts, bufferyards or irrigated detention basins, the developer shall maintain all of the associated landscaping, irrigation and turf within the trail easement.

Engineering:

9. All future development within this PUD zone district shall comply with the public improvement design and construction standards adopted October 2002 and the Transportation Plan adopted October 2001 and any updates to either in effect at the time of site specific development application.

10. The developer agrees to acquire, at no cost to the City, any off-site right-of-way necessary for mitigation improvements. Prior to the approval of any site specific development applications within this addition, the developer shall submit documentation satisfactory to the City Attorney and the City Engineer, establishing the developer's unrestricted ability to acquire sufficient public right-of-way for the construction and maintenance of any required street improvements to both adjacent and off-site streets.

11. Notwithstanding any conceptual information presented in the GDP, street layout, street alignments, access locations, intersection configurations and intersection operations (traffic controls) shall be determined at the time of application for PDP approval, with the exception of any improvements specifically identified in Condition # 14 below.

12. Notwithstanding any information presented in the Master Traffic Impact Study for the GDP, the developer shall provide any additional traffic information, corrections, revisions and analysis required by the City to verify compliance with the Adequate Community Facilities ordinance and other applicable codes or requirements at the time of review of site specific development plans. Future traffic impact studies for site specific development plans shall use a study area determined by considering the cumulative trip generation within the entire GDP (i.e. -traffic from the proposed use plus traffic from previously approved site specific development plans)

13. Unless designed and constructed by others, with the first Preliminary Development Plan, the developer shall design the ultimate configuration for the intersection of Garfield Avenue and 57th Street and construct interim improvements to include:
a. Elimination of the cross pan on West 57th Street,
b. Eastbound left-turn lane
c. Eastbound right turn lane
d. Westbound right-turn lane
e. All offsite tapers to match existing roadways

14. The developer shall design and construct the following public transportation improvements, unless designed and constructed by others or otherwise approved by the City Engineer. Timing of these improvements shall be determined in conjunction with future development applications. Unless an ACF exception is granted by City Council.
a. A raised median shall be constructed on Garfield Avenue in the vicinity of the proposed Wasatch Street. The median shall be designed to allow northbound left turns onto westbound Wasatch and shall be designed to prohibit eastbound left turns onto northbound Garfield Avenue.
b. Garfield Avenue shall be constructed to a 6-lane arterial street from 71st Street to 57th Street.
c. The intersection of Garfield Avenue and West 71st Street shall include eastbound dual left-turn lanes.
d. A traffic signal shall be installed at the intersection of Garfield Avenue and 65th Street. The intersection configuration shall be modified to include 3 eastbound approach lanes.
e. An additional eastbound left-turn lane (totaling two) at the intersection of Garfield and 57th Street
f. The portion of Garfield Avenue adjacent to this GDP shall be widened to its ultimate configuration. The City may accept cash in lieu for this improvement if approved by the City Engineer.
g. 65th Street shall be extended from Garfield Avenue to the western boundary of the GDP.
h. The intersection of Taft Avenue and West 57th Street shall include a northbound right-turn lane and a westbound left-turn lane.

Current Planning:

15. Paved pedestrian and bicycle connections shall be provided at the end of all cul-de-sac streets in a manner that provides a connection to the next adjacent street, ped/bike path or open space.

16. A minimum of 4 vehicle parking spaces shall be provided in the center of all cul-de-sacs. These parking areas shall be designed to include a landscaped island at each end, equal to or similar to standard landscape islands in parking lots.

17. All types of multi-unit residential development, but not including single family attached, shall comply with the landscape standards for multi-family dwellings, as set forth in the City of Loveland Site Development Performance Standards and Guidelines.

18. All bufferyards installed as part of residential development within this PUD shall be located on a separate tract of land owned and maintained by the applicable HOA or developer.

19. All landscape and utility installations shall be designed so as to avoid conflict, based on City standards for separation of landscape from utilities. Each PDP and FDP shall include depictions which clearly indicate that this criterion has been met.

20. The design of future PDP's shall include pedestrian connections linking the open space playfields and private parks throughout the development.

21. Each preliminary and final development plan for development of multi-family dwelling units shall include a minimum common open space of 30 % of the gross acres for that development plan.

22. Each preliminary and final development plan for development of single-family attached dwelling units, shall include a minimum common open space of 20 % of the gross acres for that development plan.

23. The developer(s) of all single family attached, multi-family and townhome units shall install all required landscape before issuance of a Certificate of Occupancy, unless acceptable financial security is filed with the City to insure installation at a later time agreeable to the City. Landscape may be installed in phases, in accordance with a landscape phasing plan approved by the Current Planning Manager.

24. The Developer shall install all curbside bufferyards, common open space, private walks and/or paths and other open space and/or private park amenities, including all fences and/or walls located in, or along the edge of, bufferyards and open space. The landscape in each phase shall be planted before issuance of the first building permit in any given phase, unless adequate financial security has been filed by the Developer with the City. This landscape may be installed on the basis of a phased landscape plan approved by the Current Planning Manager as part of any FDP.

25. In all landscaped areas using grass or sod, drought tolerant varieties will be installed by the Developer. All formal landscaped areas shall be irrigated by a permanent, automatic irrigation system. All passive open space areas to be landscaped with native grasses or natural area enhancements shall, at a minimum, be irrigated by a temporary automatic irrigation system until all required landscape is successfully established, as determined by the Current Planning Manager.

26. Noise mitigation measures in the form of berms, landscape, architectural and noise abatement fence/wall, and/or separation distances shall be installed by the Developer between proposed residential uses within this GDP and proposed commercial, large retail and professional office/clinic areas which are located either within this GDP or on adjacent land to the north zoned I- Developing Industrial. This berm, wall and bufferyard combination shall be designed by a qualified professional in noise abatement design, and shall ensure that allowable noise levels of 75 dbA emanating from any industrial zoned land, and the allowable noise levels of 65 dbA emanating from any retail, commercial, or office/clinic uses is fully mitigated to comply with the provisions of Chapter 7.32 of the Loveland Municipal Code. Mitigation must be provided for all floors of any residential uses within the PUD. Any fence/wall element used in this design shall be constructed with substantial masonry elements.

In order to minimize the visual impact of any large wall element upon the residential areas within the GDP, the height of any wall/fence element that is part of this noise mitigation measure shall not be greater than 8 feet above grade, as viewed from the residential side of the wall, at the boundary between residential and non-residential uses. The specific design for all required noise mitigation measures shall be submitted as part of each applicable PDP application.

27. In addition to the residential architectural standards included in the GDP, all residential development will also be governed by any additional residential architectural standards adopted by the City at the time of initial application for each preliminary development plan for residential development.

28. All wall signs depicted on the building elevations shall be deemed as conceptual only, and approval of the GDP architectural elevations and standards shall not be deemed as giving or implying any approval of said signs.

29. A Planned Sign Program shall be developed for the non-residential development occurring on each of the GDP Parcels. No FDP shall be approved for any of the development parcels until the planned sign program for that parcel has been reviewed and approved as part of the FDP. Each GDP parcel shall be deemed as a separate premise for application of the sign code.

30. If two or more of the GDP parcels are combined into a larger, combined development site for allowed uses, a single, unified Planned Sign Program for the combined areas shall be required. In this case, the combined GDP parcels shall be deemed as one premise for application of the sign code.

31. Before submittal of the GDP mylars, Section 10.C. of the narrative shall be deleted and replaced with the following language:

"Private covenants shall be recorded to provide additional restrictions and guidelines for the homeowners and builders within the residential portion of this PUD. A reference shall be included in the residential covenants stating that each lot is subject to the regulations established in the amended Wintergreen Village PUD documents.

In order to assist the City in its review of any building permit or development plan, homeowners, builders or the Architectural Review Committee for this development may, on a voluntary basis, submit the results of any ARC review to the City as part of any building permit or development permit application. However, in its action to approve or disapprove such applications, the City shall rely solely on its own judgment of whether the proposed construction complies with all applicable City codes, regulations and standards, including the provisions of this GDP."

32. All portions of the site which continue to be used for agricultural purpose(s) shall be completely enclosed with a 4 foot tall farm fence, along with any necessary gates and/or cattle guards, before issuance of the first building permit for any non-agricultural use within the GDP. Such fences, gates and guards shall be maintained in good repair and condition at all times to assure that agricultural uses do not conflict with approved non-agricultural uses.

33. Before submittal of the GDP mylars, Section 7.C. "Commercial" shall be revised by deleting the phrase, " … or as allowed by the covenants and the building code." from the end of the first sentence.

34. Minimum lot area for development of multi-family dwellings shall be as stipulated in Chapter 18.20 of the Municipal Code for the R3 Zone District.

35. All residential development in this PUD, including detached, attached and multi-family dwellings, shall provide open space playfield as part of such development, at the rate specified in Section 16.24.150 of the Loveland Municipal Code, as amended.

36. The developer shall install a quality architectural fence along the entire south and southeast property line where it is adjacent to any portion of the mobile home park. The specific design of this fence shall be included in the PDP and FDP of each development sub-area adjacent to the mobile home park.

Current Planning: (continued)

37. In addition to the architectural standards in the GDP, development of the large retail site will include the following architectural design elements:

a. The building shall have a "recognizable bottom" for all elevations, or portions thereof, that are significantly visible from public streets or residential areas.

b. The building shall have a "recognizable top" for all elevations, or portions thereof, that are significantly visible from public streets or residential areas.

c. the timber features on the front gabled entries shall have a texture and color that clearly reads as timber, rather than a painted steel member.e

38. The architectural depictions in the GDP shall be considered as conceptual, showing the overall intent and quality of the proposed architecture, and approval of the GDP does not grant or imply approval of the specific elevations shown. All architectural design shall be finally determined during the PDP and FDP process.

39. Sub-section 7.B.7.a. of the narrative shall be amended by deleting all but the first sentence of said sub-section.

40. Sub-section 7.B.8.f. shall be amended to indicate that the mounting height of parking lot light fixtures shall not exceed a height of 20 feet, unless otherwise approved by the Planning Commission at the time of PDP. The Planning Commission may, in its sole discretion, approve light fixtures with a height greater than 20 feet, if the Developer demonstrates that such fixture heights will be fully consistent with the Performance Standard for Illumination, as set forth in Section 3.09 of the City of Loveland Site Development Performance Standards and Guidelines, and will result in illumination levels at the property line not to exceed 0.10 foot candles.

41. The residential gross density shall not exceed 6.39 dwelling units per acre unless the residential development meets the requirements of City Code Chapter 16.43 by providing at least 10 % of the dwelling units in the development to households making 70 % or less of the medium family income. If the development satisfies this affordable housing requirement as stated herein, then the maximum allowed gross density for the development shall be increased to 7.21 dwelling units per acre.

SIGNATURE BLOCK

Approved this 28TH day of FEBRUARY 20 08 by the Current Planning Manager of the City of Loveland, Colorado.

Bob Paulsen
Current Planning Manager

Approved this 28TH day of February, 20 08 by the City Engineer of the City of Loveland, Colorado.

City Engineer

Approved this 29th day of February, 20 08 by the City Attorney of the City of Loveland, Colorado.

City Attorney

Approved this ____ day of ____, 20 ____ by the City Planning Commission of the City of Loveland, Colorado.

Chairperson

Approved this 4th day of March, 20 08 by the City Council of the City of Loveland, Colorado.

Teresa D. Andrews
Mayor Attest

CITY OF LOVELAND SEAL COLORADO

OWNERS SIGNATURE BLOCK

KNOW ALL MEN BY THESE PRESENT THAT:

SDC - LOVELAND, LLC

being all the lawful recorded owners of the property shown on this General Development Plan, except any existing public streets, roads, or highways, do hereby certify that I/we accept the conditions set forth on said plan and in the conditions of approval by the City of Loveland, dated JUNE 7, 2005, and that I/we consent to the recordation of any information thereto.

(owner)

STATE OF ~~COLORADO~~ Ohio)
COUNTY OF ~~LARIMER~~ Geauga) ss

The foregoing instrument was acknowledged before me this 18 day of July 2005 by Peter D. Snavely.

Witness my hand and official seal.

My commission expires: 03/23/08

Elaine T. Carter, Commissioned as:
Notary Public

ELAINE T. CERNY
Notary Public, State of Ohio
My Commission Expires 3/03/08
Recorded in Geauga County

(lienholder) Dale Malley
LASALLE BANK
STATE OF ~~COLORADO~~ Ohio)
COUNTY OF ~~LARIMER~~ Cuyahoga) ss

The foregoing instrument was acknowledged before me this 12th day of July, 2005 by Dale P Malley.

Witness my hand and official seal.

My commission expires: 01-02-06

James P. Bellis
Notary Public

NOTARIAL SEAL STATE OF OHIO

PLANNER/LANDSCAPE ARCHITECT:
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Wintergreen Village
2nd Amended General Development Plan
Wintergreen First Addition
LOVELAND, COLORADO

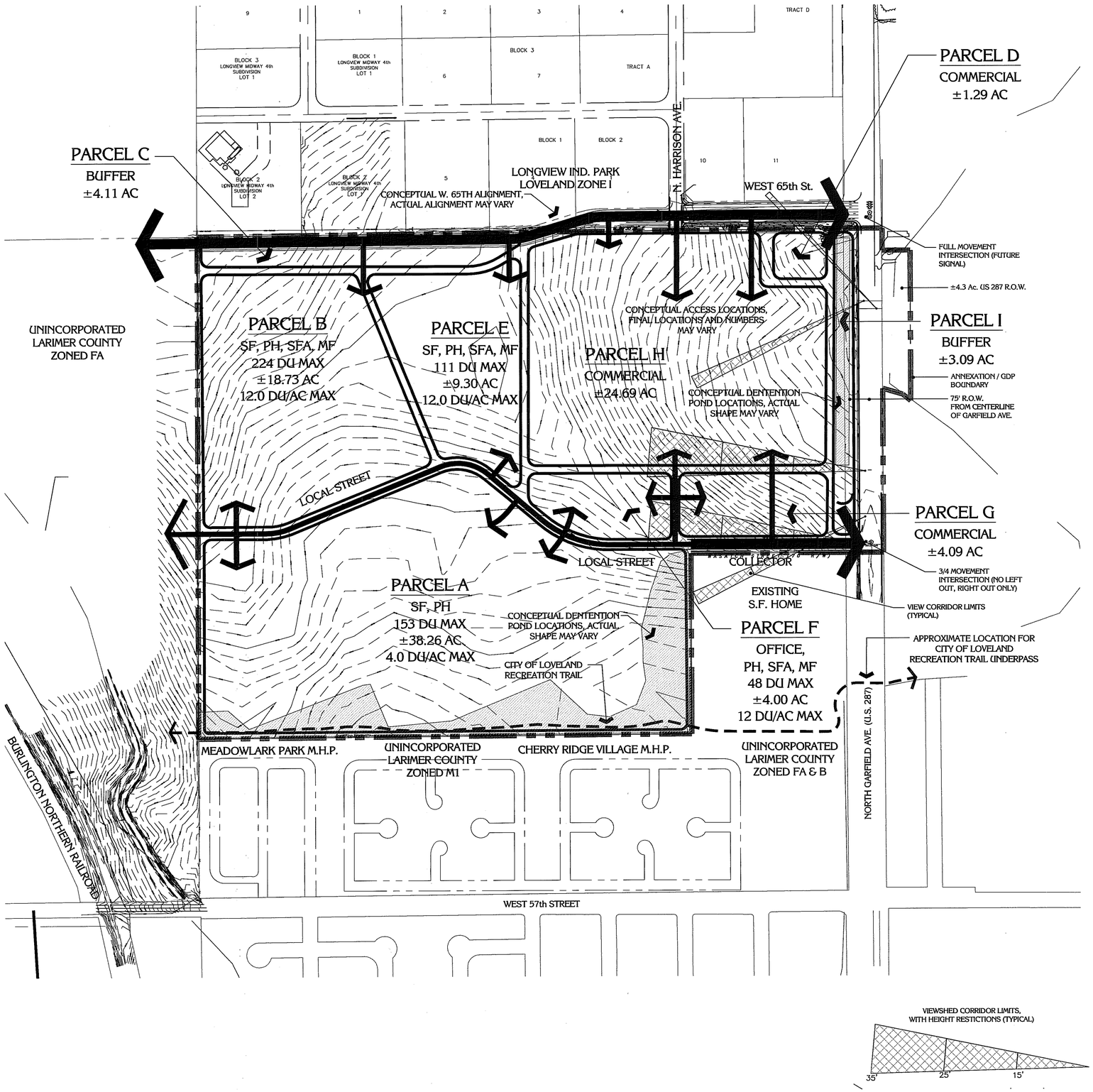
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CHECKED:	TCH
DATE:	2-13-04
REVISIONS:	4-14-04
	6-8-04
	Mylar 11-24-04
	Mylar 6-9-05

SHEET TITLE:
GDP CONDITIONS
SHEET NO:
3 OF 10



PROPERTY DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 26 AND THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARIMER COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

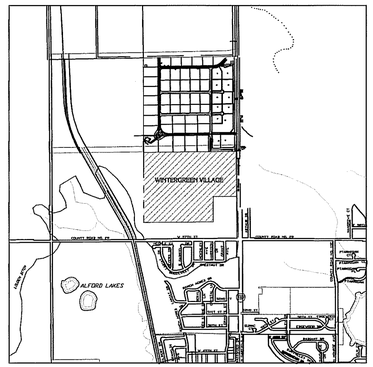
CONSIDERING THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 26 AS BEARING SOUTH 00°15'17" EAST WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO:

BEGINNING AT THE EAST QUARTER CORNER OF SAID SOUTHEAST QUARTER OF SAID SECTION 26; THENCE, SOUTH 89°28'17" EAST, 50.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 287; THENCE ALONG SAID EASE RIGHT OF WAY LINE OF U.S. HIGHWAY 287 BY THE FOLLOWING SIX (6) COURSES AND DISTANCES, SOUTH 00°15'17" EAST, 87.56 FEET; THENCE, NORTH 89D44'43" EAST, 110.00 FEET; THENCE, SOUTH 00°15'17" EAST, 592.72 FEET; THENCE, NORTH 50°43'17" WEST, 39.94 FEET; THENCE, NORTH 73°43'17" WEST, 82.62 FEET; THENCE, SOUTH 00°15'17" EAST, 643.84 FEET; THENCE, LEAVING SAID EAST RIGHT-OF-WAY LINE, SOUTH 89°44'43" WEST, 100.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 287; THENCE, LEAVING SAID WEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 287, SOUTH 89°44'43" WEST, 658.80 FEET; THENCE, SOUTH 00°14'05" EAST, 711.19 FEET; THENCE, SOUTH 89°33'01" WEST, 1943.61 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 26; THENCE ALONG SAID WEST LINE, NORTH 00°09'07" WEST, 1975.18 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 26; THENCE ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 26, NORTH 89°20'43" EAST, 2649.16 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED TRACT OF LAND CONTAINS 111.818 ACRES MORE OR LESS AND IS SUBJECT TO ALL EASEMENTS AND RIGHTS-OF-WAY NOT ON RECORD OR EXISTING.

VICINITY MAP

SCALE 1" = 2000'



LEGEND

SF	SINGLE FAMILY DETACHED
PH	PATIO HOMES
SFA	SINGLE FAMILY ATTACHED
MF	MULTI-FAMILY

LAND USE INFORMATION TABLE

PARCEL	LAND USE	AREA	PERCENT OF SITE	MAX. UNITS	MIN. UNITS	PROPOSED OPEN SPACE	GROSS DENSITY	NET DENSITY	PHASE
GROSS SITE AREA		±111.8 AC.							
DEDICATED U.S. 287 ROW		±4.3 AC.	3.8%						
GROSS SITE AREA		±107.5 AC.	96.2%						
RESIDENTIAL									
A	SF, PH	±38.2 AC.	34.2%	153	133	23.0%	±4.0 - 3.5	±5.2 - 4.5	1
B	SF, PH, SFA, MF	±18.7 AC.	16.7%	224	75	10.0%	±12.0 - 4.0	±13.8 - 4.4	3
C	BUFFER	±4.1 AC.	3.7%	-	-	53.0%			3
E	SF, PH, SFA, MF	±9.3 AC.	8.3%	111	65	11.8%	±12.0 - 7.0	±13.5 - 7.9	2
	SUBTOTAL	±70.3 AC.	62.9%	488	273	20.0%	±7.3 - 4.7	±9.1 - 5.9	
COMMERCIAL									
D	COMMERCIAL	±1.3 AC.	1.2%						1
G	COMMERCIAL	±4.1 AC.	3.7%						1
H	COMMERCIAL	±24.7 AC.	22.10%						1
I	BUFFER	±3.1 AC.	2.8%						1
	SUBTOTAL	±33.2 AC.	29.7%						
SWING PARCEL									
F	OFFICE	±4.0 AC.	3.6%	-	-	-			2
F	PH, SFA, MF	±4.0 AC.	3.6%	48	24	20.0%	±12.0 - 6.0	±15.0 - 7.5	3
GDP TOTAL		±111.8 AC.	100.0%	±536 D.U.	297 D.U.				

TOTAL NUMBER OF UNITS CANNOT EXCEED 536 UNITS.

The residential gross density shall not exceed 6.39 dwelling units per acre unless the residential development meets the requirements of City Code Chapter 16.43 by providing at least 10 % of the dwelling units in the development to households making 70 % or less of the medium family income. If the development satisfies this affordable housing requirement as stated herein, then the maximum allowed gross density for the development shall be increased to 7.21 dwelling units per acre.

GENERAL NOTES

1. AREAS SHOWN ARE APPROXIMATE AND ARE FOR GENERAL PLANNING PURPOSES ONLY.

2. A MINIMUM OF 20 % OF THE GROSS RESIDENTIAL SITE AREA SHALL BE DESIGNATED FOR OPEN SPACE. THIS OPEN SPACE MAY INCLUDE DRAINAGE AREAS, DETENTION PONDS, GREENBELTS, TRAIL CORRIDORS, BUFFERYARDS, STREETSCAPE GREENBELTS OR OTHER SIMILAR FEATURES.

3. ACCESS AND CIRCULATION WILL BE COORDINATED WITH ADJOINING PROPERTIES TO THE EXTENT POSSIBLE.

4. NORTH GARFIELD AVENUE IMPROVEMENTS TO BE INSTALLED PER APPROVED PUBLIC IMPROVEMENT CONSTRUCTION PLANS. TIMING OF IMPROVEMENTS TO BE AS DESCRIBED IN THE P.D.P. NARRATIVE.

5. RIGHT-OF-WAY FOR THE EXTENSION OF 65TH STREET TO THE WEST WILL BE DEDICATED, HOWEVER, ONLY THE AMOUNT OF ROAD NEEDED TO SERVE THIS DEVELOPMENT WILL BE CONSTRUCTED BY THIS PROPERTY OWNER.

6. ACCESS POINTS SHOWN ARE ILLUSTRATIVE IN NATURE, AND ARE NOT GUARUNTEED BY THE CITY. ACTUAL ACCESS POINTS WILL BE DETERMINED WITH EACH P.D.P.

RESIDENTIAL LOT SIZES

HOUSING TYPE	MINIMUM	TYPICAL	MAXIMUM	MIN LOT WIDTH
SINGLE FAMILY (CONV.)	5,000 SF	6,500± SF	13,000± SF	50 FT
PATIO HOMES (SMALL-LOT S.F.)	4,500 SF	5,000± SF	6,000± SF	45 FT
SINGLE FAMILY ATTACHED	1,500 SF	2,100± SF	2,750± SF	NA
MULTI-FAMILY	NA	NA	NA	NA

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OWNER/DEVELOPER:

Wintergreen Village

2nd Amended General Development Plan
Wintergreen First Addition
LOVELAND, COLORADO

NORTH

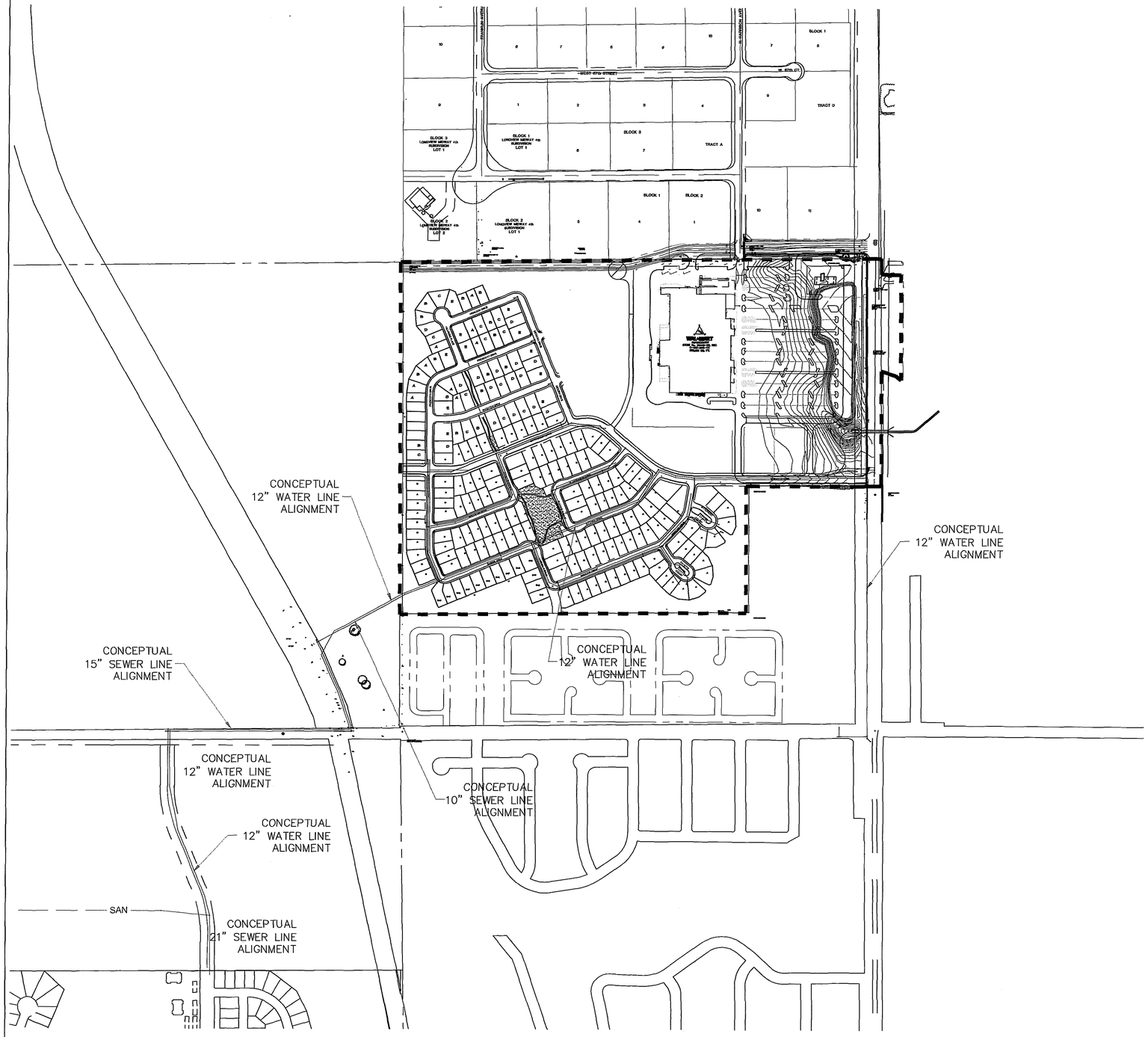
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ACAD FILE: 35013gdp3
DRAWN: RR
CHECKED: TCH
DATE: January 13, 2005
REVISIONS: Mylar 6-9-05

SHEET TITLE:
GENERAL DEVELOPMENT PLAN
SHEET NO:
4 OF 10

PC ATTACHMENT 3



NOTES

1. IF NOT COMPLETED BY OTHERS, THE DEVELOPER SHALL DESIGN AND CONSTRUCT THE OFF-SITE SANITARY SEWER AND WATER AS SHOWN IN THIS EXHIBIT. FINAL ALIGNMENTS SHALL BE DETERMINED AT THE TIME OF THE PRELIMINARY DEVELOPMENT PLAN.

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NORTH

0 300' 600'

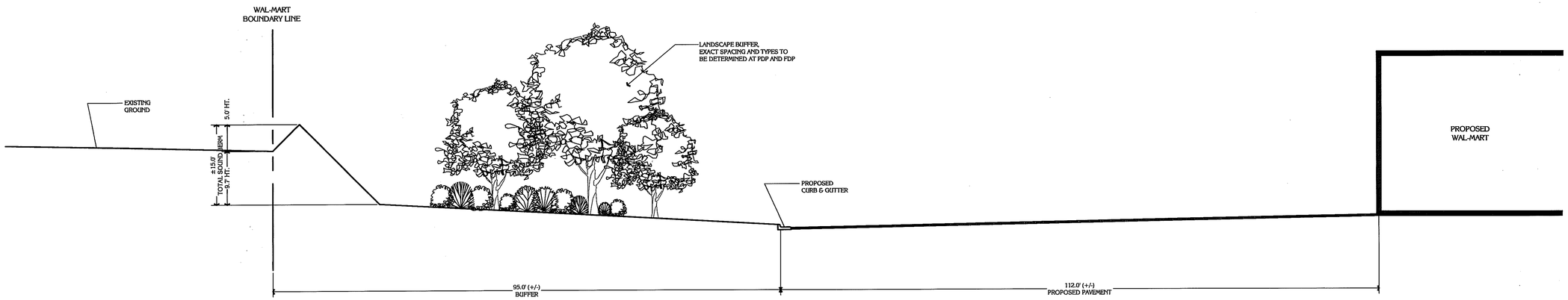
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	Mylar 11-24-04
	Mylar 6-21-05

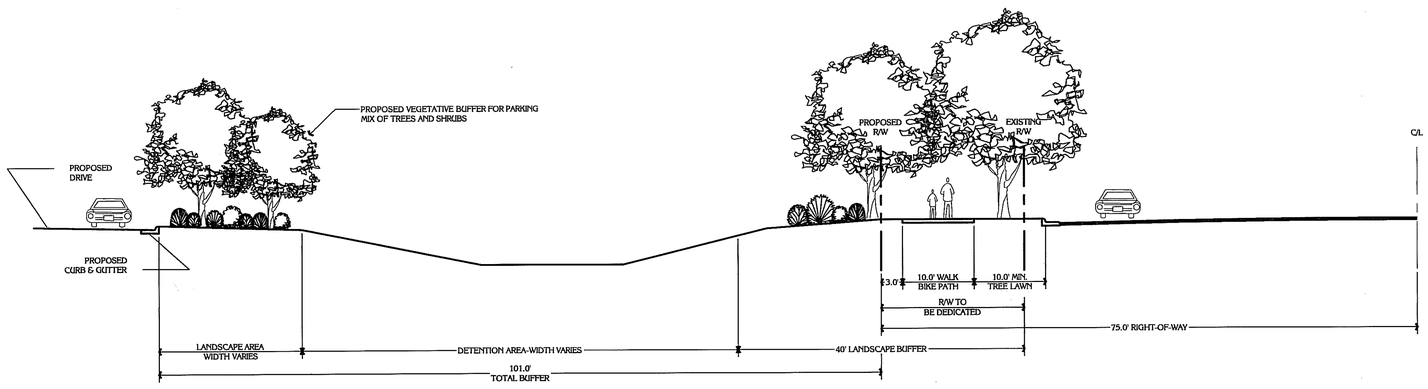
SHEET TITLE:
OVERALL UTILITY PLAN

SHEET NO:
5 OF 10

PC ATTACHMENT 3



NOISE ABATEMENT BERM, REAR LANDSCAPE BUFFER LARGE RETAIL, LOOKING NORTH



TYPICAL SECTION, GARFIELD AVE./U.S. 287 LANDSCAPE BUFFER/ DETENTION, LOOKING NORTH

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Wintergreen Village
2nd Amended General Development Plan
Wintergreen First Addition
LOVELAND, COLORADO

NORTH

NOT TO SCALE

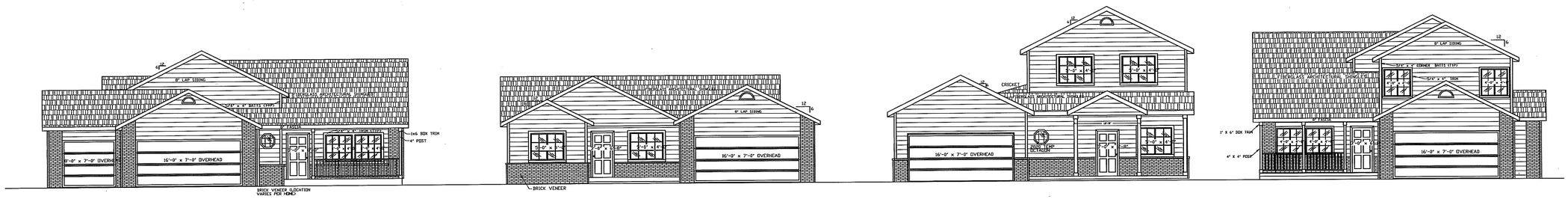
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DATE: 2-13-04
REVISIONS: 4-14-04
6-08-04
Mylar 11-24-04
Mylar 6-9-05

SHEET TITLE:
SECTIONS

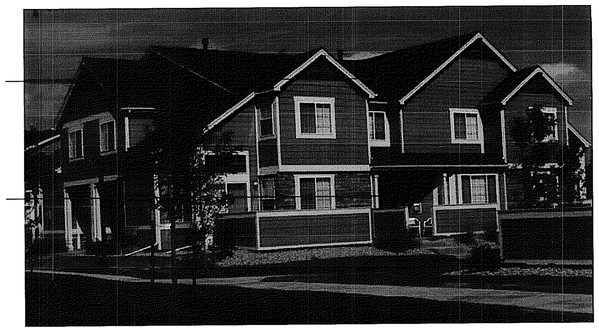
SHEET NO:
6 OF 10

PC ATTACHMENT 3



CONCEPTUAL SINGLE FAMILY ELEVATIONS

NOT TO SCALE



SINGLE FAMILY ATTACHED BUILDING CONFIGURATION WITH DETACHED GARAGES

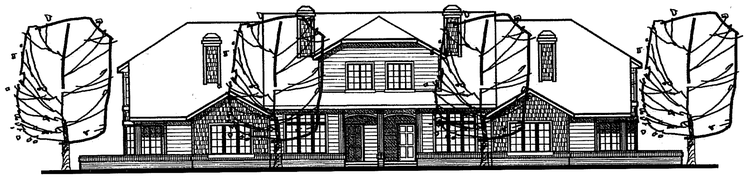


SINGLE FAMILY ATTACHED BUILDING WITH GARAGES PLACED ON THE FRONT OF THE BUILDING

CONCEPTUAL SINGLE FAMILY ATTACHED ELEVATIONS

NOT TO SCALE

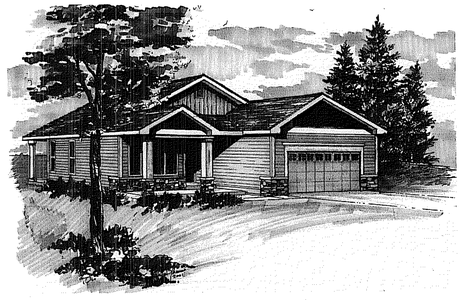




CONCEPTUAL TOWNHOME ELEVATIONS
*NUMBER OF UNITS ATTACHED MAY VARY. MORE DETAILED ELEVATIONS WILL BE PROVIDED WITH THE P.D.P.

CONCEPTUAL TOWNHOME ELEVATIONS

NOT TO SCALE
NUMBER OF UNITS PER BUILDING MAY VARY. MORE DETAILED ELEVATIONS WILL BE PROVIDED WITH THE P.D.P.





CONCEPTUAL PATIO HOME SKETCHES

NOT TO SCALE

PLANNER/LANDSCAPE ARCHITECT:
VIGNETTE studios
Landscape Architecture
Site Planning
Graphics
144 N. Mason Street Suite 2 Fort Collins, CO 80524
Tel: (970) 472-9125 Fax: (970) 494-0728
www.vignettestudios.com

ENGINEER:
SEAR-BROWN
209 South Meldrum
Ft. Collins, CO. 80521-2603
(970) 482-9022
www.sear-brown.com

OWNER/DEVELOPER:
SNAVELY
7139 Pine Street
Suite 110
Chagrin Falls, OH 44022
(440) 585-9091

Wintergreen Village

2nd Amended General Development Plan
Wintergreen First Addition
LOVELAND, COLORADO

NORTH

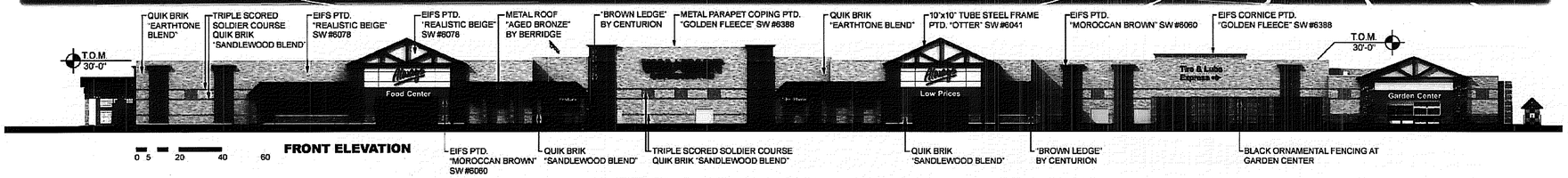
NOT TO SCALE

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ACAD FILE:	35013gdp3
DRAWN:	RR
CHECKED:	TCH
DATE:	2-13-04
REVISIONS:	4-14-04
	6-08-04
	Mylar 11-24-04
	Mylar 6-9-05

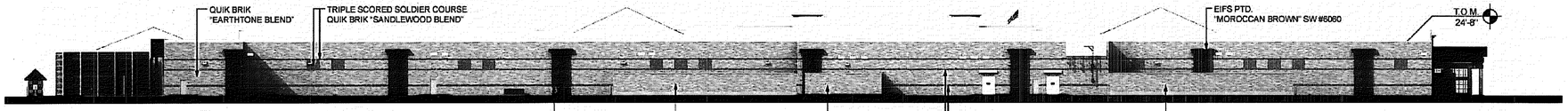
SHEET TITLE:
RESIDENTIAL ELEVATIONS
SHEET NO:
7 OF 10

PC ATTACHMENT 3



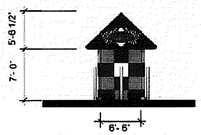


FRONT ELEVATION

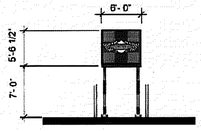


REAR ELEVATION

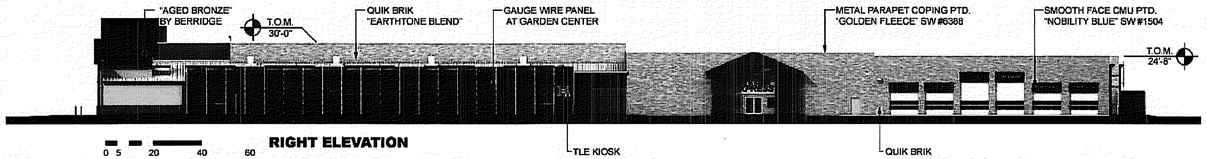
	FRONT SIGNAGE	HEIGHT	AREA
1.	"WAL-MART"	5'-0"	190.00 S.F.
2.	"SUPERCENTER"	2'-0"	39.00 S.F.
3.	"ALWAYS" (2)	6'-0"	291.28 S.F.
4.	"FOOD CENTER"	2'-6"	50.42 S.F.
5.	"LOW PRICES"	2'-6"	44.38 S.F.
9.	"BAKERY"	1'-6"	10.25 S.F.
7.	"DELI"	1'-6"	5.30 S.F.
8.	"MEAT"	1'-6"	6.84 S.F.
9.	"PRODUCE"	1'-6"	11.88 S.F.
10.	"1 HR. PHOTO"	1'-6"	16.50 S.F.
11.	"OPTICAL"	1'-6"	10.26 S.F.
12.	"PHARMACY"	1'-6"	14.56 S.F.
13.	"TIRE & LUBE"	2'-6"	47.71 S.F.
	"EXPRESS ==>"	2'-6"	45.77 S.F.
14.	"GARDEN CENTER"	2'-6"	56.88 S.F.
	TOTAL FRONT		841.03 S.F.
	PHARMACY SIGNAGE	HEIGHT	AREA
16.	"WAL-MART"	2'-6"	48.20 S.F.
17.	"DRIVE-THRU PHARMACY"(2)	1'-6"	62.00 S.F.
18.	"EXIT"(2)	1'-0"	4.84 S.F.
19.	"LANE 1"	1'-0"	4.06 S.F.
20.	"LANE 2"	1'-0"	4.25 S.F.
	TOTAL PHARMACY		123.35 S.F.
	AUTO CENTER SIGNAGE	HEIGHT	AREA
21.	"WAL-MART"	1'-3"	11.15 S.F.
	"TIRE & LUBE"	1'-9"	26.25 S.F.
	"EXPRESS"	2'-6"	39.71 S.F.
22.	"TIRES"(3)	1'-0"	9.78 S.F.
23.	"LUBE EXPRESS"(3)	1'-0"	26.88 S.F.
	TOTAL AUTO CENTER		113.77 S.F.
	TOTAL BUILDING SIGNAGE		1078.15 S.F.



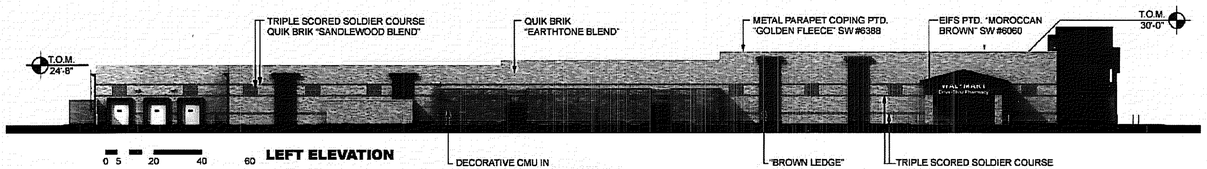
FRONT ELEVATION
NOT TO SCALE



SIDE ELEVATION
NOT TO SCALE
TLE KIOSK SIGNAGE = 29.04 S.F



RIGHT ELEVATION



LEFT ELEVATION

REPRESENTATION ONLY
NOT FOR CONSTRUCTION

Building images shown are a representation of the design intent and may not reflect any subtle variations in color, material or construction that may occur due to local material differences and final design detailing.

WAL★MART
SUPERCENTER

CONCEPTUAL COMMERCIAL ELEVATIONS

SCALE: 1" = 30'

PLANNER/LANDSCAPE ARCHITECT:
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Wintergreen Village

2nd Amended General Development Plan
Wintergreen First Addition
LOVELAND, COLORADO

NORTH
0 30' 60'
SCALE: 1" = 30'

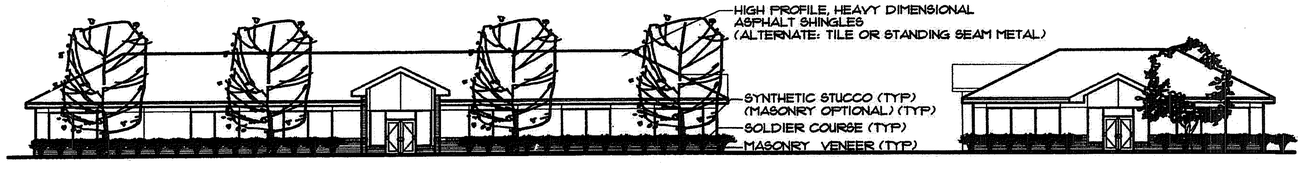
JOB NO: 35013
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CHECKED: TCH
DATE: 2-13-04
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6-08-04
Mylar 11-24-04
Mylar 6-9-05

SHEET TITLE:
LARGE RETAIL ELEVATIONS
SHEET NO:
8 OF 10

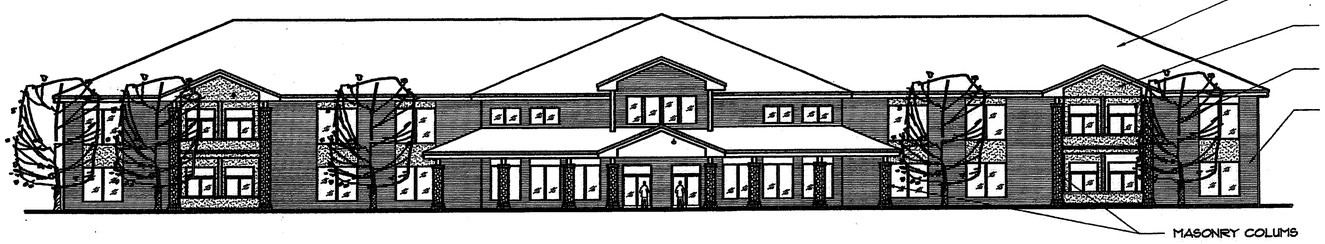
PC ATTACHMENT 3

SINGLE STORY GENERAL OFFICE, RETAIL, SERVICE BUILDING

•A SIGN PROGRAM FOR THE COMMERCIAL AREA WILL BE SUBMITTED WITH THE APPROPRIATE FDP(S)



TWO-STORY GENERAL OFFICE, RETAIL, SERVICE BUILDING



SMALL, TWO-STORY GENERAL OFFICE, RETAIL, SERVICE BUILDING



CONCEPTUAL COMMERCIAL ELEVATIONS

NOT TO SCALE

PLANNER/LANDSCAPE ARCHITECT:

VIGNETTE studios

Landscape Architecture
Site Planning
Graphics

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Wintergreen First Addition
LOVELAND, COLORADO

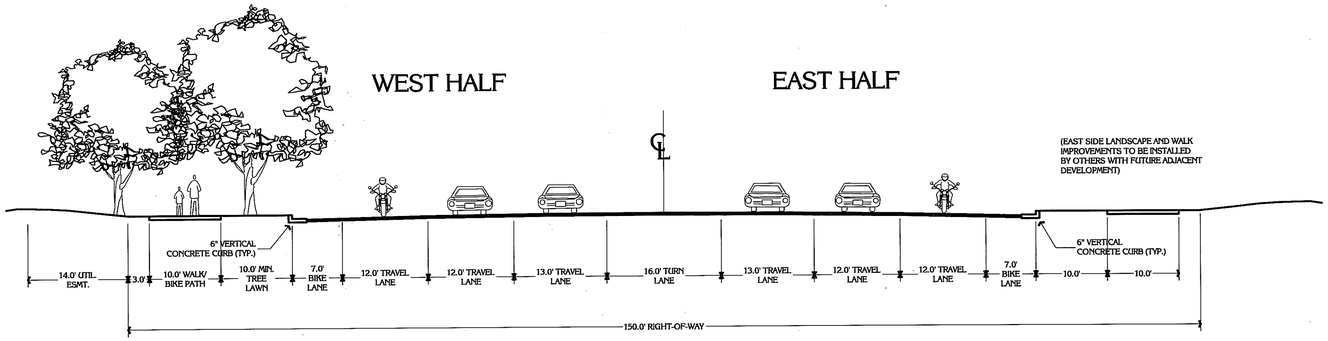
NORTH

NOT TO SCALE

JOB NO: 35013
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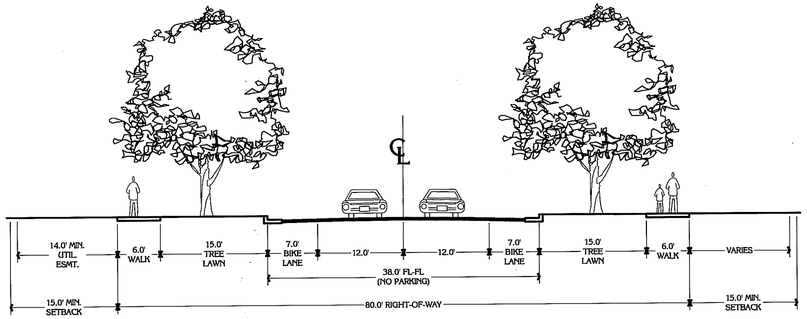
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COMMERCIAL / OFFICE ELEVATIONS
SHEET NO:
9 OF 10

PC ATTACHMENT 3



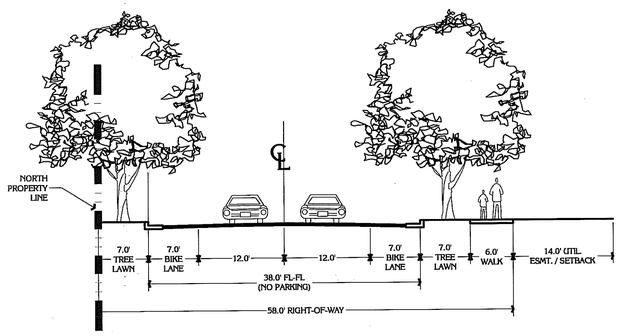
MAJOR ARTERIAL (GARFIELD AVE./U.S. 287)

150' RIGHT-OF-WAY



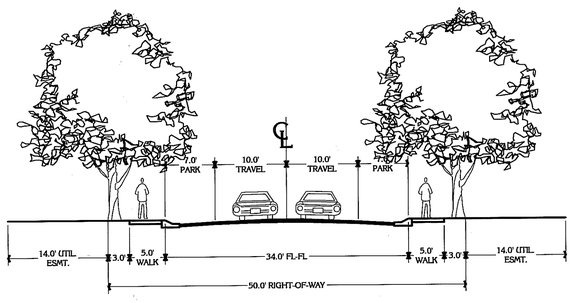
MAJOR COLLECTOR

80' RIGHT-OF-WAY



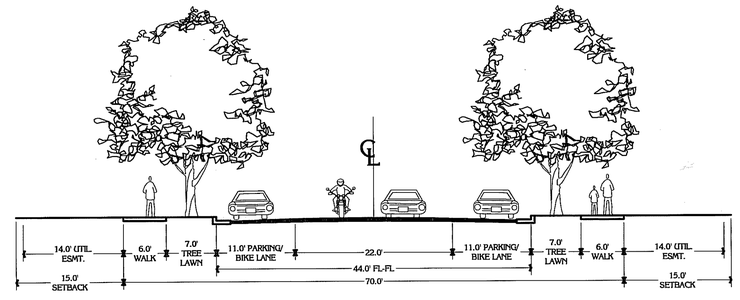
ALTERNATE MAJOR COLLECTOR

58' RIGHT-OF-WAY



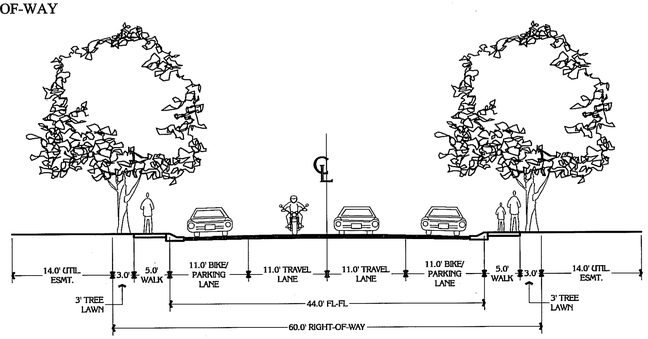
TYPICAL LOCAL STREET

50' RIGHT-OF-WAY



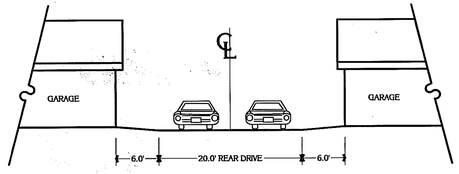
MINOR COLLECTOR

70' RIGHT-OF-WAY



ALTERNATE MINOR COLLECTOR

60' RIGHT-OF-WAY



TYPICAL ALLEY

32' BUILDING TO BUILDING

PLANNER/LANDSCAPE ARCHITECT:
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Wintergreen Village

2nd Amended General Development Plan
Wintergreen First Addition
LOVELAND, COLORADO

NORTH

0 10' 20'

SCALE 1"=10'

JOB NO: 35013
ACAD FILE: 35013gdp3
DRAWN: RR
CHECKED: TCH

DATE: 2-13-04
REVISIONS: 4-14-04
6-08-04
Mylar 11-24-04
Mylar 6-9-05

SHEET TITLE:
TYPICAL STREET CROSS SECTIONS
SHEET NO:
10 OF 10

PC ATTACHMENT 3

WINTERGREEN FIRST ADDITION PUD

being a Final Development Plan of Lot 1, Block 3 Wintergreen 1st Subdivision

Southeast Quarter of Section 26, Township 6 North, Range 69 West of the Sixth Principal Meridian, City of Loveland, Larimer County, State of Colorado

Approval Signature:

a) APPROVED THIS_____DAY OF _____ A.D., 20_____ BY THE CURRENT PLANNING MANAGER OF THE CITY OF LOVELAND, COLORADO.

_____
CURRENT PLANNING MANAGER

b) APPROVED THIS_____DAY OF _____ A.D., 20_____ BY THE CITY ENGINEER OF THE CITY OF LOVELAND, COLORADO.

_____
CITY ENGINEER

c) APPROVED THIS_____DAY OF _____ A.D., 20_____ BY THE CITY ATTORNEY OF THE CITY OF LOVELAND, COLORADO.

_____
CITY ATTORNEY

Owner's Signature Block:

KNOW ALL MEN BY THESE PRESENT THAT:

NCC WINTERGREEN, LLC, BEING ALL THE LAWFUL RECORDED OWNERS OF THE PROPERTY SHOWN ON THIS FINAL DEVELOPMENT PLAN, EXCEPT ANY EXISTING PUBLIC STREETS, ROADS, OR HIGHWAYS, DO HEREBY CERTIFY THAT I/WE ACCEPT THE CONDITIONS SET FORTH ON SAID SITE PLAN AND IN THE CONDITIONS OF APPROVAL BY THE CITY OF LOVELAND, DATED_____, AND THAT I/WE CONSENT TO THE RECORDATION OF ANY INFORMATION THERETO.

_____
(Printed Name)

NOTARIAL CERTIFICATE

STATE OF COLORADO)

COUNTY OF _____)

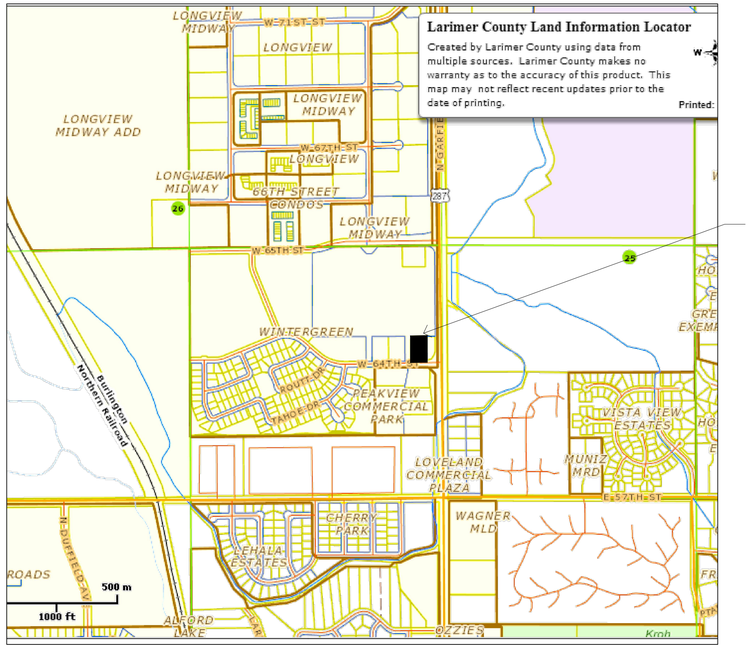
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY (PRINTED NAME) THIS _____ DAY OF _____, 20_____.

MY COMMISSION EXPIRES:_____ _____
NOTARY PUBLIC

(SEAL)

Vicinity Map:

NOT TO SCALE NORTH



Sheet Index:

COVER SHEET	1
CONDITIONS OF APPROVAL	2
NARRATIVE	3
SITE PLAN	4
LANDSCAPE PLAN	5
LANDSCAPE NOTES & DETAILS	6
EXTERIOR ELEVATIONS	7
EXTERIOR ELEVATIONS	8
PHOTOMETRICS PLAN	9
LIGHTING CUT SHEETS	10

TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud,CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

FREDDY'S FROZEN CUSTARD

155 West 64th Street
Loveland, Colorado

PREPARED FOR

NCC Wintergreen, LLC
2601 South Lemay Avenue
Unit 7 #150
Fort Collins CO 80525

REVISIONS DATE

DATE

MAY 29, 2014

SHEET TITLE

COVER SHEET

SHEET INFORMATION

SHEET 1 OF 10

PC ATTACHMENT 4

WINTERGREEN FIRST ADDITION PUD

being a Final Development Plan of Lot 1, Block 3 Wintergreen 1st Subdivision

Southeast Quarter of Section 26, Township 6 North, Range 69 West of the Sixth Principal Meridian, City of Loveland, Larimer County, State of Colorado

GDP Conditions of Approval :

Conditions of Approval

Power:

1. Unless Water and Power requirements for location of meters and other electrical equipment can be met on Town homes, the following will apply:

a. all Town home buildings of three or more units per building, electric meters will be located centrally on or near the building.
b. developer or his representative will be responsible for installing and maintaining the underground electric service to the meter per the National Electric Code.

2. For all other multiplex buildings of three units or more, electric meters will be located centrally on or near the building, and the developer or his representative will be responsible for installing and maintaining the underground electric service to the meter per the National Electric Code.

3. The following note shall be placed on all final plats of land within this PUD:

"A surcharge of five percent (5%) will be added to all bills for the sale of electric power to additional services which came into the existence after January 31, 1987 within the territory herein annexed which surcharge will expire ten years after effective date of this annexation."

Stormwater

4. Prior to approval of a Preliminary Development Plan and Preliminary Plat, the Developer shall provide, on the Preliminary Plat, a 20 foot wide Drainage Easement across the northeast corner of the site and parallel to HWY 287, acceptable to the Loveland Stormwater Utility, for construction of a storm sewer from the Longview Midway Business Park to reach the existing culvert beneath HWY 287.

Parks and Recreation:

5. The developer shall provide, at no cost to the City, an easement for the future City Recreational Trail. The developer shall coordinate with the City on the final trail easement location as a final location has not been determined.

6. The developer shall provide, at no cost to the City, an easement for the future City Recreational Trail HWY 287 underpass. The developer shall coordinate with the City on the final location as a final location has not been determined.

7. All sidewalks or private trail connections to the City Recreation Trail shall be constructed at the owner's expense and maintained by the Owner/HOA.

8. The City shall only maintain the Recreation Tmil surface that is proposed in this project. If the trail is located within an improved landscape area, i.e. greenbelts, bufferyards or irrigated detention basins, the developer shall maintain all of the associated landscaping, irrigation and turf within the trail easement.

Engineering:

9. All future development within this PUD zone district shall comply with the public improvement design and construction standards adopted October 2002 and the Transportation Plan adopted October 2001 and any updates to either in effect at the time of site specific development application.

10. The developer agrees to acquire, at no cost to the City, any off-site right-of-way necessary mitigation improvements. Prior to the approval of any site specific development applications within this addition, the developer shall submit documentation satisfactory to the City Attorney and the City Engineer, establishing the developer's unrestricted ability to acquire sufficient public right-of-way for the construction and maintenance of any required street improvements to both adjacent and off-site streets.

11. Notwithstanding any conceptual information presented in the GDP, street layout, street alignments, access location, intersection configurations and intersection operations (traffic controls) shall be determined at the time of application for PDP approval, with the exception of any improvements specifically identified in Condition #14 below.

12. Notwithstanding any information presented in the Master Traffic Impact Study for the GDP, the developer shall provide any additional traffic information, corrections, revisions and analysis required by the City to verify compliance with the Adequate Community Facilities ordinance and other applicable codes or requirements at the time of review of site specific development plans. Future traffic Impact studies for site specific development plans shall use a study area determined by considering the cumulative trip generation within the entire GDP (i.e. traffic from the proposed use plus traffic from previously approved site specific development plans)

13. Unless designed and constructed by others, with the first Preliminary Development Plan, the developer shall design the ultimate configuration for the intersection of Garfield Avenue and 57th Street and construct interim improvement to include:
a. Elimination of the cross pan on West 57th Street
b. Eastbound left-turn lane
c. Eastbound right turn lane
d. Westbound right-turn lane
e. All offsite tapers to match existing roadways

14. The developer shall design and construct the following public transportation improvements, unless designed and constructed by others or otherwise approved by the City Engineer, Timing of these improvements shall be determined in conjunction with the future development application, unless and ACF exception is granted by City Council.
a. A raised median shall be constructed on Garfield Avenue in the vicinity of the proposed Wasatch Street. The median shall be designed to allow northbound left turns onto westbound Wasatch and shall be designed to prohibit eastbound left turns onto northbound Garfield Avenue.
b. Garfield Avenue shall be constructed to a 6-lane arterial street from 71st Street to 57th Street.
c. The intersection of Garfield Avenue and West 71st Street shall include eastbound dual left-turn lanes.
d. A traffic signal shall be installed at the intersection of Garfield Avenue and 65th Street. The intersection configuration shall be modified to include 3 eastbound approach lanes.
e. An additional eastbound left-turn lane (totaling two) at the intersection of Garfield and 57th Street.
f. The portion of Garfield Avenue adjacent to this GDP shall be widened to its ultimate configuration. The City may accept cash in lieu for this improvement if approved by the City Engineer.
g. 65th Street shall be extended from Garfield Avenue to the Western boundary of the GDP.
h. The intersection of Taft Avenue and West 57th Street shall include a northbound right-turn land and a westbound left-turn lane.

Current Planning:

15. Paved pedestrian and bicycle connections shall be provided at the end of all cul-de-sac streets in a manner that provides a connection to the next adjacent street, ped/bide path or open space.

16. A minimum of 4 vehicle parking spaces shall be provided in the center of all cul-de-sacs. These parking areas shall be designed to include a landscaped island at each end, equal to or similar to standard landscape island in parking lots.

17. All types of multi-unit residential development, but not including single family attached, shall comply with the landscape standards for multi-family dwellings, as set forth in the City of Loveland Site Development Performance Standards and Guidelines.

18. All bufferyards installed as part of residential development within this PUD shall be located on a separate tract of land owned and maintained by the applicable HOA or developer.

19. All landscape and utility installations shall be designed so as to avoid conflict, based on City standards for separation of landscape from utilities. Each PDP and FDP shall include depictions which clearly indicate that this criterion has been met.

20. The design of future PDPs shall include pedestrian connections linking the open space playfields and private parks throughout the development.

21. Each preliminary and final development plan for development of multi-family dwelling units shall include a minimum common open space of 30% of the gross acres for that development plan.

22. Each preliminary and final development plan for development of single-family attached dwelling units, shall include a minimum common open space of 20% of the gross acres for that development plan.

23. The developer(s) of all single family attached, multi-family and townhome units shall install all required landscape before issuance of a Certificate of Occupancy, unless acceptable financial security is filed with the City to insure installation at a later time agreeable to the City. Landscape may be installed in phases, in accordance with a landscape phasing plan approved by the Current Planning Manager.

24. The Developer shall install all curbside bufferyards, common open space, private walks and/or paths and other open space and/or private park amenities, including all fences and/or walls located in, or along the edge of bufferyards and open space. The landscape in each phase shall be planted before issuance of the first building permit in any given phase, unless adequate financial security has been filed by the Developer with the City. This landscape may be installed on the basis of a phased landscape plan approved by the Current Planning Manager as part of any FDP.

25. In all landscaped areas using grass or sod, drought tolerant varieties will be installed by the Developer. All formal landscaped areas shall be irrigated by a permanent, automatic irrigation system. All passive open space areas to be landscaped with native grasses or natural area enhancements shall, at a minimum, be irrigated by a temporary automatic irrigation system until all required landscape is successfully established, as determined by the Current Planning Manager.

26. Noise mitigation measures in the form of berms, landscape, architectural and noise abatement fence/wall, and/or separation distances shall be installed by the Developer between proposed residential uses within this GDP and proposed commercial, large retail and professional office/clinic areas which are located either within this GDP or on adjacent land to the north zoned I-Developing Industrial. This berm, wall and bufferyard combination shall be designed by a qualified professional in noise abatement design, and shall ensure that allowable noise levels of 75 dbA emanating from any industrial zoned land, and the allowable noise levels of 65 dbA emanating from any retail, commercial, or officer/clinic uses is fully mitigated to comply with the provisions of Chapter 7.32 of the Loveland Municipal Code. Mitigation must be provided for all floors of any residential uses within the PUD. Any fence/wall element used in this design shall be constructed with substantial masonry elements.

In order to minimize the visual impact of any large wall element upon the residential areas within the GDP, the height of any wall/fence element that is part of this noise mitigation measure shall not be greater than 8 feet above grade, as viewed from the residential side of the wall, at the boundary between residential and non-residential uses. The specific design for all required noise mitigation measures shall be submitted as part of each applicable PDP application.

27. In addition to the residential architectural standards included in the GDP, all residential development will also be governed by any additional residential architectural standards adopted by the City at the time of initial application for each preliminary development plan for residential development.

28. All wall signs depicted on the building elevations shall be deemed as conceptual only, and approval of the GDP architectural elevations and standards shall not be deemed as giving or implying any approval of said signs.

29. A Planned Sign Program shall be developed for the non-residential development occurring on each of the GDP parcels. No FDP shall be approved for any of the development parcels until the planned sign program for that parcel has been reviewed and approved as part of the FDP. Each GDP parcel shall be deemed as a separate premise for application of the sign code.

30. If two or more of the GDP parcels are combined into a larger, combined development site for allowed uses, a single, unified Planned Sign Program for the combined areas shall be required. In this case, the combined GDP parcels shall be deemed as one premise for application of the sign code.

31. Before submittal of the GDP mylars, Section 10.C of the narrative shall be deleted and replaced with the following language:

"Private covenants shall be recorded to provide additional restrictions and guidelines for the homeowners and builders within the residential portion of this PUD. A reference shall be included in the residential covenants stating that each lot is subject to the regulations established in the amended Wintergreen Village PUD documents.

In order to assist the City in its review of any building permit or development plan, homeowners, builders or the Architectural Review Committee for this development may, on a voluntary basis, submit the results of any ARC review to the City as part of any building permit or development permit application. However, in its action to approve or disapprove such applications, the City shall rely solely on its own judgment of whether the proposed construction complies with all applicable City codes, regulations and standards, including the provisions of this GDP."

32. All portions of the site which continue to be used for agricultural purpose(s) shall be completely enclosed with a 4 foot tall farm fence, along with any necessary gates and/or cattle guards, before issuance of the first building permit for any non-agricultural use within the GDP. Such fences, gates and guards shall be maintained in good repair and condition at all times to assure that agricultural uses do not conflict with approved non-agricultural uses.

33. Before submittal of the GDP mylars, Section 7.C "Commercial" shall be revised by deleting the phrase, "…or as allowed by the covenants and the building code." from the end of the first sentence.
34. Minimum lot area for development of multi-family dwellings shall be as stipulated in Chapter 18.20 of the Municipal Code for the R3 Zone District.

35. All residential development in this PUD, including detached, attached and multi-family dwellings, shall provide open space playfield as part of such development, at the rate specified in Section 16.24.150 of the Loveland Municipal Code, as amended.

36. The developer shall install a quality architectural fence along the entire south and southeast property line where it is adjacent to any portion of the mobile home park. The specific design of this fence shall be included in the PDP and FDP of each development sub-area adjacent to the mobile home park.

37. In addition to the architectural standards in the GDP, development of the large retail site will include the following architectural design elements:
a. The building shall have a "recognizable bottom" for all elevations, or portions thereof, that are significantly visible from public streets or residential areas.
b. The building shall have a "recognizable top" for all elevations, or portions thereof, that are significantly visible from public streets or residential areas.
c. The timber features on the front gable entries shall have a texture and color that clearly reads as timber, rather than a painted steel member.

38. The architectural depictions in the GDP shall be considered as conceptual, showing the overall intent and quality of the proposed architecture, and approval of the GDP does not grant or imply approval of these specific elevations shown. All architectural design shall be finally determined during the PDP and FDP process.

39. Sub-section 7.B.7.a. of the narrative shall be amended by deleting all but the first sentence of said sub-section.

40. Sub-section 7.B.8.f. shall be amended to indicate that the mounting height of parking lot light fixtures shall not exceed a height of 20 feet, unless otherwise approved by the Planning Commission at the time of PDP. The Planning Commission may, in its sole discretion, approve light fixtures with a height greater than 20 feet, if the developer demonstrate that such fixture heights will be fully consistent with the Performance Standard for Illumination, as set forth in Section 3.09 of the City of Loveland Site Development Performance Standards and Guidelines, and will result in illumination levels at the property line not to exceed 0.10 foot candles0

41. The residential gross density shall not exceed 6.39 dwelling units per acre unless the residential development meets the requirements City Code Chapter 16.43 by providing at least 10% of the dwelling units in the development to households making 70% or less of the medium family income. If the development satisfies this affordable housing requirement as stated herein, then the maximum allowed gross density for the development shall be increased to 7.21 dwelling units per acre.

PDP Conditions of Approval :

TB GROUP
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Berthoud,CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

FREDDY'S FROZEN CUSTARD

155 West 64th Street
Loveland, Colorado

PREPARED FOR

NCC Wintergreen, LLC
2601 South Lemay Avenue
Unit 7 #150
Fort Collins CO 80525

REVISIONS | DATE

DATE

MAY 29, 2014

SHEET TITLE

CONDITIONS OF APPROVAL

SHEET INFORMATION

SHEET 2 OF 10

PC ATTACHMENT 4

WINTERGREEN FIRST ADDITION PUD

being a Final Development Plan of Lot 1, Block 3 Wintergreen 1st Subdivision

Southeast Quarter of Section 26, Township 6 North, Range 69 West of the Sixth Principal Meridian, City of Loveland, Larimer County, State of Colorado

FINAL DEVELOPMENT PLAN NARRATIVE

1. Purpose of the Project

The following development standards and project descriptions pertain to Lot 1 Block 3 comprised of 1.01 acres of the Wintergreen Village PUD. This project is being developed within the approved General Development Plan (GDP) for Wintergreen Village 2nd Amended General Development Plan. The development of this site will be in a manner that conforms to the design intent, and quality standards set forth in the Wintergreen First Subdivision GDP. The purpose of the project is to provide a fast food dining establishment as part of the Wintergreen Village P.U.D. This development will provide the type, design, layout of building, circulation systems, and open spaces in conformance with the approved Wintergreen Village GDP conditions.

2. Land Use

a. Site Introduction

The site is located on Lot 1 Block 3 of the Wintergreen 1st Subdivision. The site is 1.01 acres with no significant landforms or features present.

a. Overall Concept

This development plan provides a fast food restaurant with drive through lanes. Perimeter landscape buffers are provided adjacent to the existing/platted development. The development concept of this project is to provide a high quality restaurant located within the Wintergreen Village Development in order to provide a convenient source of restaurant services for those who live and/or work in the area.

This Final Development Plan calls for a 3,178 sq. ft. facility with an additional 452 sq. ft. of outdoor patio seating located in a one-story building with a floor area ratio of 0.07. The project is compatible with the land uses directly adjacent to the site and adds to the mix of uses surrounding the project. The development will be interconnected with adjacent projects within the Wintergreen Village Development. A parking lot for 55 cars is provided west of the building with an access off of the loop drive to the north. Service for trash will be provided at the northwest comer of the building.

b. Uses Permitted In the FDP

The proposed use of Freddy's Frozen Custard would consist of a 3,178 square foot fast food restaurant with a double drive thru.

3. Circulation

a. Overall Concept

Primary vehicle access to the site will be from Hwy. 287 via West 64th Street on the west side of the site. This lot is part of the Wintergreen Village site which is in part linked to the Longview Industrial Park by Harrison Avenue.

a. Components
i) Vehicular
The site will have two vehicular access points from the inner private drive to the north of the building. The 24' wide internal drive aisles will circulate through the parking lot and will enter and exit on the north side of the preoperty.
ii) Pedestrian
An overall system of pedestrian ways has been provided along roadways. Attached sidewalks have been provided around the perimeter of the site. All required street-side sidewalks have been located wholly within the right-of-way and access easements.
iii) Public Transportation
No public transportation is planned to enter onto the site. Future bus stops may be adjacent to this site, if planned by the City transportation system.

1. Public and Private Facilities

a. Water and Sewer

Water and sanitary sewer service will be provided by the City of Loveland.
Water service will be provided by installing a new 1 inch line (replacing the 2" existing stub) on the west side of the lot. A 6 inch fire line will be provided from, a stub just to the north of the water service. The sanitary sewer service for this site is provided by a 6 inch service stub from a main in 64th Street.

b. Storm Drainage

Drainage design will conform to the City of Loveland Master Drainage Basin Study (1986), as completed for the City of Loveland by WRC Engineering, Inc. Drainage from this site will be collected in the north east comer of the parking lot and removed through existing storm pipes provided by Wintergreen Village which will connect to existing detention. The on-site detention will be provided with discharge to the existing creek east of the Louden Ditch at the two-year historic rate. Detention is anticipated to occur in the Horseshoe Basin and drain to a detention facility in the northeast corner of the site out falling into an existing pipe under North Garfield Ave. and into the existing creek east of Louden Ditch.

c. Electric

The City of Loveland Light and Power Utility will provide electric service and power department meters for dry utilities and will be grouped together in one location on the building. Blanket Utility Easements- outside building envelopes- to accommodate the installation of underground electric power, will be provided with the plat. The transformer is located at the southwest corner of the building.

d. Gas

Xcel Energy will provide natural gas. Meters for dry utilities will be grouped together in one location on the building.

a. Irrigation Ditches

None on site.

b. Cable Television

Comcast Cable TV is the local service provider.

c. Telephone

Telephone service will be provided by CenturyLink and other providers as available.

1. Public Facilities Providers

a. Police
The City of Loveland Police Department will provide the law enforcement services within the development

b. Fire Protection
The design of structure will comply with local building codes regarding fire protection. The development will be served by the City of Loveland Fire Department with service areas as determined to be appropriate.

c. Public Schools
No site is identified in this parcel per the Thompson School Distri~t

d. Parks and Open Space
The Developer shall be responsible for walkway and landscape improvements within the Private Drive right-of-way.

c. Emergency Medical Service
The development is within the Thompson Valley Hospital and Ambulance District.

6. Landscaping and Fencing

a) Overall Concept

Landscaping has been designed to meet the standards set forth in the Wintergreen Village GDP. All landscape shall be installed per these plans. See landscape sheets of this FDP. Buffer yards have been landscaped to meet or exceed Loveland standards. All landscaping shown as "provided by others" in the landscape plan shall be designed and installed by Wintergreen First Subdivision as stated in the FDP narrative of Lot 1 Block 1.

b) Edge Treatment

The project entry identity features have been designed to complement the site, not overpower it. The overall concept is to treat the main roadways as tree-lined lanes reflective of early, established communities typical of Northern Colorado.
One of the most important aspects of the development's overall appearance as viewed from its edge is the appearance of the structures. Elevation of structures visible from public right of ways have been detailed or screened to provide visual interest and avoid unattractive views as set forth in the following guidelines.

c) Streetscape

The streetscape along 64th street and the private drives includes attached sidewalks and regularly spaced street trees planted in a tree lawn which will be provided by the Wintergreen First Subdivision Lot I Block I. The area between the back of sidewalk and the parking lot is planted with a variety of evergreen and deciduous shrubs. A small-scale identification sign is proposed on the interior of the site, with accent plantings consistent with other adjacent pad sites.

d) Landscape Walls
There are no landscape walls proposed.

e) Fencing
The only fencing applicable will be used to screen the trash receptacles and will be with in compliance of the standards set forth in the City of Loveland Site Development Performance Standards and Guidelines section 4.09.02

1. Architecture

a) The project is a 3,178 sq. ft. restaurant building with 452 sq. ft. of outdoor seating. Complimentary materials such brick, integrally-colored masonry, stucco, steel canopies, wood columns and beams make up the palate for the building exterior. The building has a maximum height of 25-0''.

b) The palette of colors will be appropriate to Wintergreen Village and the immediate neighborhood using earth tones and complimentary accent colors.

The overall concept will emphasize the following elements:

1. Building form and character shall be of an appropriate scale. Design considerations shall include the mass, bulk and proportion of the structure including roofs, walls and openings.
2. Building colors for primary and accessory structures shall be low-reflective, subtle, neutral or earth tome colors with the intent of promoting a harmonious appearance of the structure.
3. All elevations of structures will be detailed to provide visual interest and avoid unattractive views.
4. Roofing materials, windows, building materials and finish will be coordinated to achieve a cohesive appearance.
5. Primary building entrances shall be clearly defined and recessed or framed by sheltering elements such as an awning, arcade or portico in order to provide shelter in inclement weather.
1. All heating air-conditioning, refrigeration, ventilation or other mechanical equipment located on the exterior of any building or structure shall be screened from view of abutting public street and residential properties.
2. Site Lighting shall be in accordance with the point by point illumination plan on sheet 9 of this FDP. Parking light poles are specified at 27'-0" in height

8. Land Use Statistics & Information

Building coverage	3,178 s.f.	(7.2%)
Parking and drives	27,305 s.f.	(61.9%)
Walkways and patio	1,972 s.f.	(4.4%)
Landscape / open space	11,691 s.f.	(26.5%)
Gross site area:	44,146 s.f.	(100%)

Parking Data	Required	Provided
Standard (9' x 19') parking	36	55
Compact spaces	n/a	0
Motorcycle spaces	n/a	0
Handicap parking	2	2
Total parking (1 space per 100 sf - including patio)	36	55
Bicycle parking (2 spots per 25 parking spaces)	4	4

Total floor area	3,178 sf
Total patio	452 sf
Floor area ratio	.07
Property zoning	PUD
Land use	Drive through fast food restaurant
Building height	25'-0"
Building occupancy type	A2
Allowable area for A2 occupancy	6,000 sf
Type of construction	VB - fully sprinklered
Occupancy load	100 seats
FEMA floodplain	no

a) Building Setbacks

Setbacks are measured from the face of the foundation walls; perpendicular to prop~ lines, right-of-way or street flow lines, as appropriate. The following setbacks are per the Wintergreen Village GDP, as defined for a C- Commercial land use on sheet I of 7 and the setback table on sheet 3A of 7:

Setback From	Parking and Drives	Structures
Setback from side or rear property line	5 feet	15 feet

b) Height Limit

Maximum building height is 25'.

c) Parking

The number, size, and design of parking spaces and lots shall correspond to the requirements of section 18.42.030 of the Loveland Municipal Code:
I space for every 150 square feet of building space for any cafeteria or restaurant use including outdoor seating area.

Description of demand is as follows:

Indoor restaurant space equals 3,178 square feet and outdoor seating area equals 452 which totals 3,630 square feet. Parking requirements equal 24 spaces, however the project is providing 55 spaces.

d) Internal Walkways

Internal walkways will be 6' minimum width.

d) Floor Area Ratio
The floor area ratio is the gross floor area of all buildings or structures on a lot divided by the lot area
Floor Area Ratio: 0.07

e) Signage

One entry monument sign will be located at the primary entry drive, internal to the site and will be in conformance with the signage design criteria for the Planned Sign Program. The sign will be reflective of the architectural character and identity of the community, while integrating with the theme of the Wintergreen Village Development

9. Landform Modification

Major modifications to existing grades have been avoided for the overall design of the site. Other minor modifications such as a landscape retaining wall may be incorporated in the landscape plan for visual interest. Final grading design is shown on the FDP construction Plans as prepared by Interwest Consulting Group Civil Engineers.

10. Existing and proposed contours

Initial grading of the site has been completed by the Wintergreen 1st Subdivision. Final grading will be very limited with a proposed contour of not less than 2 percent sloping toward the northeast corner of the property.

11. Implementation

a) Overall Concept
All land within this FDP will be governed by the provisions of the City of Loveland Site Development Performance Standards and Guidelines, unless other specific standards and provisions are set forth in this plan.
b) Covenants
The covenants fall within the agreement made as of the 3rd day of November, 2005 between \Val-Mart Real Estate Business Trust, a Delaware statutory trust ("Wal-Mart"), and SDC-Loveland. LLC, an Ohio limited Liability company "Developer"). This covenants was filed with the Larimer County Clerk and Recorders office on *11/1812005 #2005-0098184.*
c) Maintenance of Common Areas
(Not applicable to this project)

12. Proposed Phasing and Build out Time period

The site will be constructed in one phase. Estimated build-out is five months Construction is scheduled to begin early August 2014.

13. Regulatory Procedures

a) The project complies with all subdivision and zoning regulations.
b) No easements are to be vacated with this proposal.

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SEAL

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155 West 64th Street
Loveland, Colorado

PREPARED FOR

NCC Wintergreen, LLC
2601 South Lemay Avenue
Unit 7 #150
Fort Collins CO 80525

REVISIONS | DATE

DATE

MAY 29, 2014

SHEET TITLE

NARRATIVE

SHEET INFORMATION

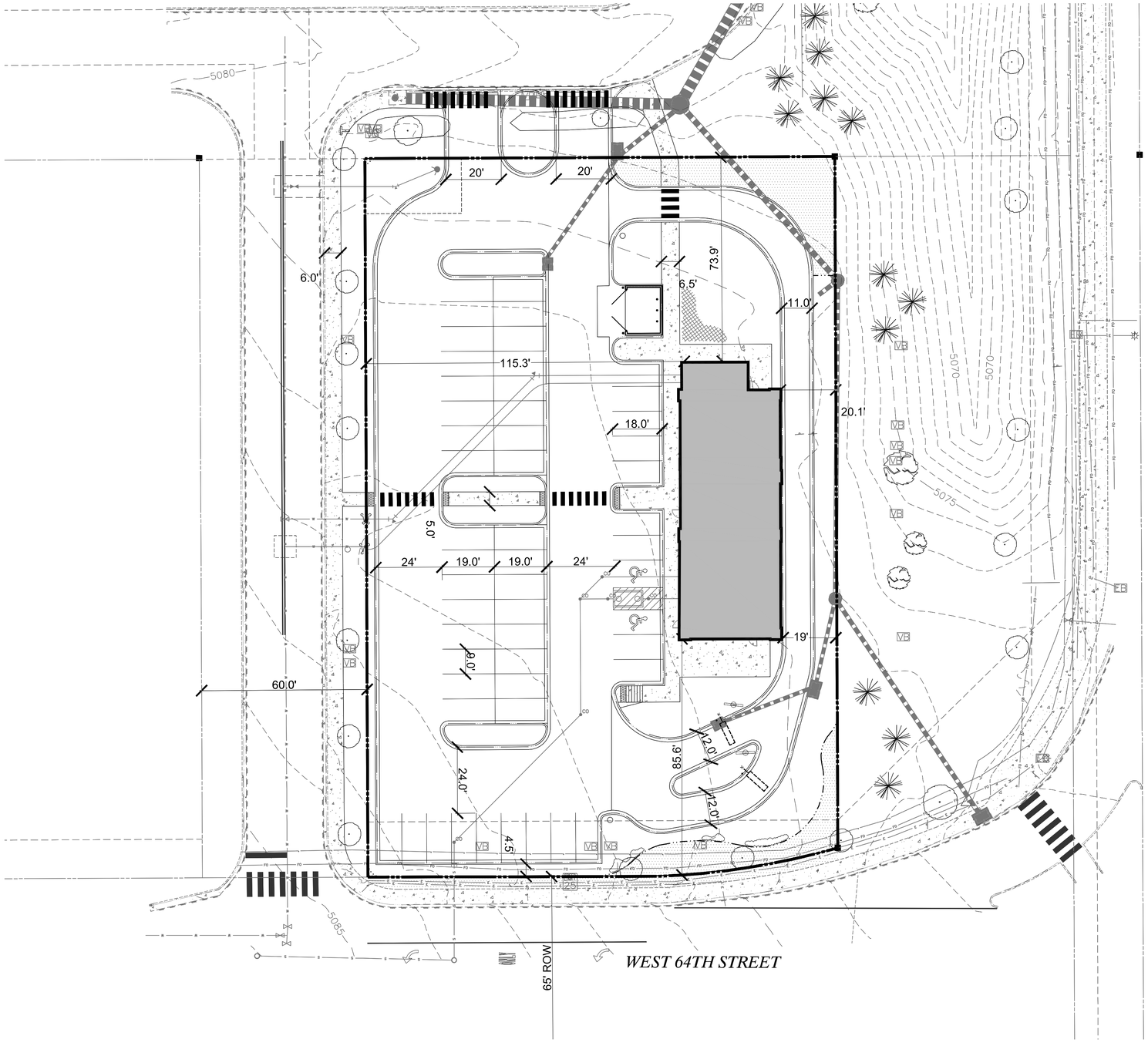
SHEET 3 OF 10

PC ATTACHMENT 4

WINTERGREEN FIRST ADDITION PUD

being a Final Development Plan of Lot 1, Block 3 Wintergreen 1st Subdivision

Southeast Quarter of Section 26, Township 6 North, Range 69 West of the Sixth Principal Meridian, City of Loveland, Larimer County, State of Colorado



Property Owner:

The undersigned agree that the real property described in the application for Final Development Plan filed herewith, and as shown on the site plan, shall be subject to the requirements of Chapter 18.40 of the Municipal Code of the City of Loveland, Colorado, and any other ordinances of the City of Loveland thereto. The undersigned also understands that if construction of all improvements is not completed and if the Final Development Plan uses are not established within three years of the date of approval, or other completions date or dates established in a development agreement approved by the City, the City may take an action to declare the Final Development Plan abandoned and null and void.

_____
Owner's Signature

_____

STATE OF COLORADO)
) ss.
COUNTY OF LARIMER)

The foregoing agreement was acknowledged before me this ____day of. _____ , 20____ , by _____.

Witness my hand and official seal.

My commission expires: _____.
Notary Public

Current Planning Manager Approval Certificate:

This Special Review is approved, subject to all conditions set forth hereon, by the Current Planning Manager of the City of Loveland, Larimer County, Colorado, this _____ day of _____ 201____.

_____
Current Planning Manager

Site Data Table

BUILDING COVERAGE	3,178 S.F.	(7.2%)
PARKING AND DRIVES	27,305 S.F.	(61.8%)
WALKWAYS AND PATIO	1,972 S.F.	(4.5%)
LANDSCAPE / OPEN SPACE	11,691 S.F.	(26.5%)
GROSS SITE AREA:	44,146 S.F.	(100%)

PARKING DATA	REQUIRED	PROVIDED
STANDARD (9' x 19') PARKING	36	50
COMPACT SPACES	N/A	0
MOTORCYCLE SPACES	N/A	0
HANDICAP PARKING	2	2
TOTAL PARKING (1 SPACE PER 100 SF - INCLUDING PATIO)	36	52
BICYCLE PARKING (2 SPOTS PER 25 PARKING SPACES)	4	4

TOTAL FLOOR AREA	3,178 SF
TOTAL PATIO	452 SF
FLOOR AREA RATIO	.07
PROPERTY ZONING	B -BUSINESS DEVELOPMENT
LAND USE	DRIVE THROUGH FAST FOOD RESTAURANT
BUILDING HEIGHT	25'-0"
BUILDING OCCUPANCY TYPE	A2
ALLOWABLE AREA FOR A2 OCCUPANCY	6,000 SF
TYPE OF CONSTRUCTION	VB - FULLY SPRINKLERED
OCCUPANCY LOAD	100 SEATS
FEMA FLOODPLAIN	NO

Site Notes:

1. REFER TO UTILITY PLANS PREPARED BY OTHERS. FOR ALL UTILITY, DRAINAGE, GRADING, EROSION CONTROL AND STREET DESIGN REQUIREMENTS.
2. PARKING LOT LIGHTING IS TO BE DESIGNED AS "CUT-OFF" SO AS NOT TO SPILL ANY LIGHT OUTSIDE OF THE PROPERTY LINES.
3. ALL SIGNS SHALL COMPLY WITH THE PLANNED SIGN PROGRAM THAT IS PART OF THE THE CITY OF LOVELAND SIGN REGULATIONS & SIGN PERMIT REQUIREMENTS.
4. SEE CIVIL PLANS FOR PAVEMENT TYPES AND DEPTHS, TYPICAL.
5. JOB SITE TO BE KEPT CLEAN AT ALL TIMES AND CONSTRUCTION AREAS ARE TO BE MAINTAINED FOR SAFETY.
6. SOILS DISTURBED ADJACENT TO WORK AREA, INCLUDING AREAS OUTSIDE OF CONSTRUCTION LIMITS, DUE TO NEW CONSTRUCTION ARE TO BE REGRADED AND SURFACE CONDITIONS REPAIRED EQUIVALENT TO THAT CONDITION PRIOR TO START OF WORK AT NO EXPENSE TO OWNER / CITY.
7. PROTECT EXISTING SURFACES AND SOILS, BOTH INSIDE AND OUTSIDE OF CONSTRUCTION LIMITS, DURING CONSTRUCTION. IF GRADES, CONCRETE OR ASPHALT ARE DAMAGED DUE TO CONSTRUCTION OPERATIONS OR WEATHER THE CONTRACTOR IS RESPONSIBLE FOR REPAIR TO THAT EQUIVALENT TO EXISTING CONDITIONS AT NO EXPENSE TO THE OWNER / CITY
8. CONTRACTOR IS RESPONSIBLE FOR SETUP OF BARRICADES, WARNING SIGNAGE, OR OTHER PROTECTIVE DEVICES IF ANY EXCAVATIONS ARE LEFT EXPOSED AFTER ON-SITE WORK HOURS.
9. THE CONTRACTOR SHALL NOT PURPOSEFULLY PROCEED WITH ANY CONSTRUCTION PER PLANS PROVIDED WHEN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT WERE NOT CONSIDERED OR CHANGED AFTER PLANS WERE SUBMITTED. CONTRACTOR SHALL NOTIFY OWNER OR OWNER'S REPRESENTATIVE AND THE CITY OF LOVELAND IF SITUATION ARISES AND REVISIONS ARE NECESSARY.
10. THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS AND OTHER POLLUTANTS FROM ENTERING ANY STORM WATER SEWER SYSTEM OR, ADJACENT WATER WAYS, ETC., DURING THE DEMOLITION OR CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE CONTRACTOR SHALL BE HELD RESPONSIBLE AND EXPENSE FOR THE CORRECTION OF ANY ADVERSE IMPACTS TO THE STORM WATER SEWER SYSTEM OR, ADJACENT WATER WAYS, WETLANDS ETC., RESULTING FROM THE WORK DONE AS PART OF THIS PROJECT/CONTRACT.
11. THE CONTRACTOR SHALL BE RESPONSIBLE PRIOR TO BIDDING AND CONSTRUCTION, OF BECOMING AWARE OF ALL EXISTING AND PROPOSED UTILITIES, PIPES, STRUCTURES, ETC. CALL UNCC THREE DAYS BEFORE SCHEDULED WORK AT 811 OR 1-800-922-1987.
12. BIKE RACKS TO BE ORIGINAL CYCLOOPS MODEL# 2170-7-P-C. COLOR TO COMPLEMENT THE BUILDING AND APPROVED BY OWNER PRIOR TO ORDER / DELIVERY. SURFACE MOUNT PER MANUFACTURER'S DETAILS AND SPECIFICATIONS. CONTACT CYCLOOPS AT 800.547.1940.
13. ANY MONUMENT SIGNAGE TO BE APPROVED THROUGH SEPARATE SIGN PERMIT WITH THE CITY OF LOVELAND.
14. KNOX BOX TO BE PROVIDED BY OWNER - LOCATION TO BE DETERMINED BY LOVELAND FIRE.

0 20' 30' 40'
SCALE 1" = 20'-0"

NORTH

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Fort Collins CO 80525

REVISIONS	DATE
STAFF COMMENTS	07-11-14
STAFF COMMENTS	08-08-14

DATE

MAY 29, 2014

SHEET TITLE

SITE PLAN

SHEET INFORMATION

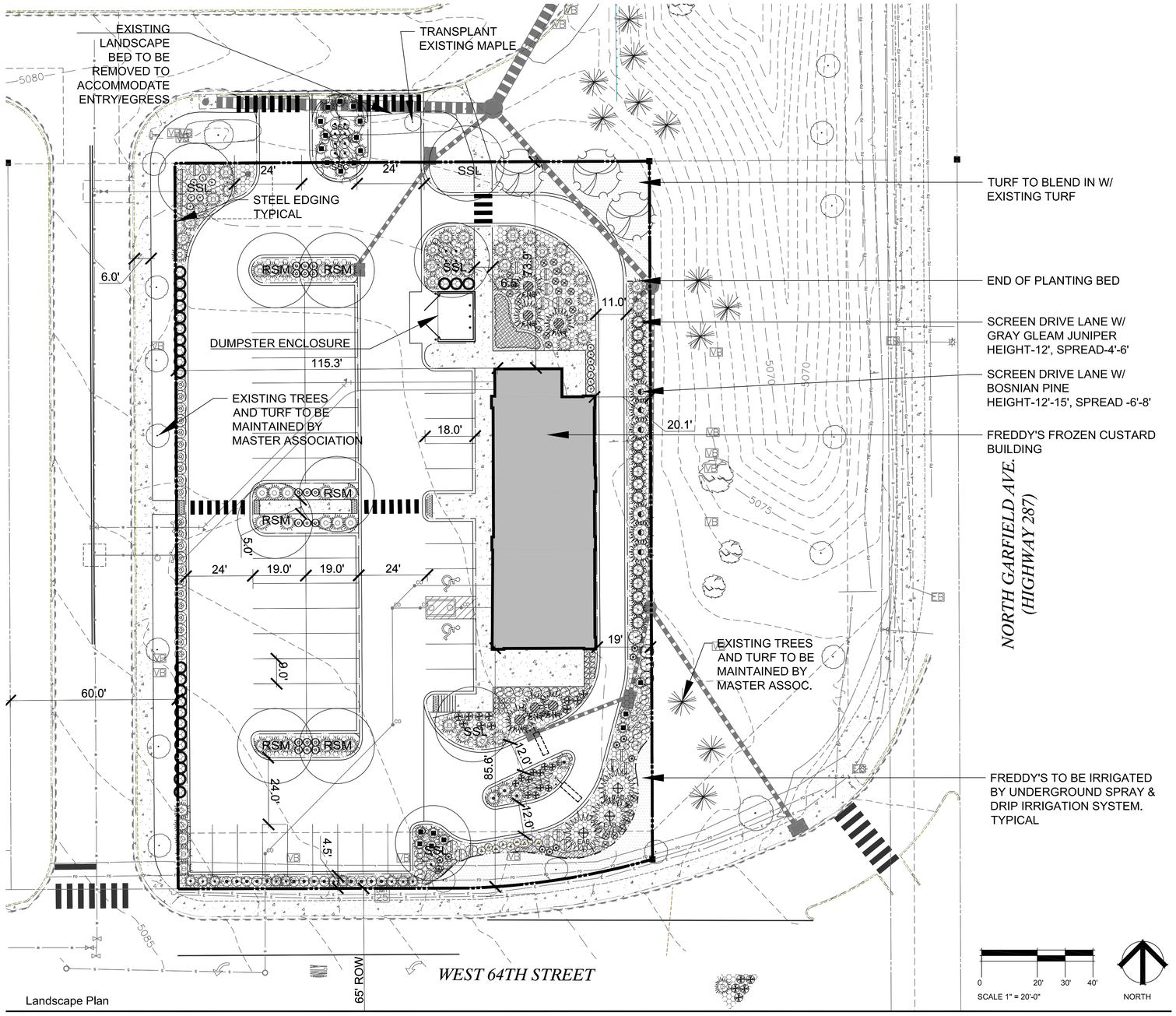
SHEET 4 OF 10

PC ATTACHMENT 4

WINTERGREEN FIRST ADDITION PUD

being a Final Development Plan of Lot 1, Block 3 Wintergreen 1st Subdivision

Southeast Quarter of Section 26, Township 6 North, Range 69 West of the Sixth Principal Meridian, City of Loveland, Larimer County, State of Colorado



Landscape Plan

Plant List

KEY	QTY	RATIO	COMMON NAME	BOTANICAL NAME	SIZE	NOTES
SHADE/CANOPY TREES -		11				
SSL	5	22.7%	LINDEN, STERLING SILVER	Tilia tomentosa 'Sterling Silver'	2.0" cal. BB	WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER
RSM	6	27.3%	MAPLE, RED SUNSET	Acer rubrum 'Red Sunset'	2.0" cal. BB	WELL BRANCHED W/ STRAIGHT TRUNK & CENTRAL LEADER
EVERGREEN TREES -		9				
	6	45.7%	BOSNIAN PINE	Pinus Heldreichii (leucodermis)	6'-8' BB	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	3	13.6%	SPRUCE, BAKERI	Picea Pungens, 'Bakeri'	6'-8' BB	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	6	27.3%	SPRUCE, FASTIGIATE NORWAY	Picea abies 'Cupressina	6'-8' BB	FULL SPECIMEN, EVENLY AND WELL BRANCHED
ORNAMENTAL TREES -		2				
	3	13.6%	CRABAPPLE, Radiant	Malus spp. 'Radiant"	1.5" cal. BB	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	2	9.1%	CRABAPPLE, SPRING SNOW	Malus spp. 'Spring Snow'	1.5" cal. BB	FULL SPECIMEN, EVENLY AND WELL BRANCHED
EVERGREEN SHRUBS -		133				
	20	-	JUNIPER, BLUE CHIP	Juniperus horizontalis 'Blue Chip'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	26	-	JUNIPER, Calgary Carpet	Juniperus sabina 'Calgary Carpet'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	61	-	JUNIPER, SCANDIA	Juniperus sabina 'Scandia'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	15	-	JUNIPER,SCOPULORUM, 'GRAY GLEAM'	Juniperus scopulorum 'Gray gleam'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	11	-	PINE, MUGO WHITE BUD	Pinus mugo 'White Bud'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
DECIDUOUS SHRUBS -		157				
	9	-	ALPINE CURRANT	Ribes Alpinum	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	25	-	DWARF BURNING BUSH	Euonymus alatus compactus	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	21	-	DOGWOOD, ISANTI	Cornus stolonifera 'Insanti'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	19	-	VIBURNUM, JUDD	Viburnum x juddii	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	13	-	EUROPEAN DWARF CRANBERRY	Viburnum opulus 'Compactum'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	22	-	LILAC, MISS KIM DWARF LILAC	Syringa patula'Miss Kim'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	4	-	PLUM, PURPLE LEAF	Prunus x cistena	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	17	-	SPIREA, ANTHONY WATERER	Spirea japonica 'Anthony Waterer'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	18	-	SPIREA, GOLDFLAME	Spirea japonica 'Goldflame'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	13	-	SPIREA, LITTLE PRINCESS	Spirea japonica 'Little Princess'	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
	5	-	SUMAC, THREE LEAF	Rhus trilobata	5 Gallon	FULL SPECIMEN, EVENLY AND WELL BRANCHED
PERENNIALS / GRASSES -		136				
	65	-	DAYLILY, HAPPY RETURNS	Herrerocallis spp. 'Happy Returns'	1 Gallon	WELL ROOTED
	20	-	GRASS, BLUE AVENA	Helictotrichon sempervirens	1 Gallon	WELL ROOTED
	27	-	GRASS, FEATHER REED	Calamagrostis acutiflora 'Karl Foerster'	1 Gallon	WELL ROOTED
	24	-	GRASS, HEAVY METAL BLUE SWITCH	Panicum virgatum 'Heavy Metal'	1 Gallon	WELL ROOTED

Landscape Legend

- IRRIGATED SOD - DURA-TURF TALL FESCUE BLEND - LOW WATER VARIETY
- NATIVE GRASS
- 6"-8" WASHED RIVER COBBLE OVER FABRIC BARRIER
- 5" DEPTH SHREDDED CEDAR MULCH OVER FABRIC BARRIER
- 4" STEEL EDGER WITH ROLLED TOP

CALL UTILITY NOTIFICATION CENTER OF COLORADO
811
Know what's below. Call before you dig.
CALL 3 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud,CO 80513
TEL 970.532.5891
WEB TBGroup.us

SEAL

PROJECT TITLE

FREDDY'S FROZEN CUSTARD

155 West 64th Street
Loveland, Colorado

PREPARED FOR

NCC Wintergreen, LLC
2601 South Lemay Avenue
Unit 7 #150
Fort Collins CO 80525

REVISIONS	DATE
STAFF COMMENTS	07-11-14
STAFF COMMENTS	08-08-14

DATE

MAY 29, 2014

SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

SHEET 5 OF 10

PC ATTACHMENT 4

WINTERGREEN FIRST ADDITION PUD

being a Final Development Plan of Lot 1, Block 3 Wintergreen 1st Subdivision

Southeast Quarter of Section 26, Township 6 North, Range 69 West of the Sixth Principal Meridian, City of Loveland, Larimer County, State of Colorado

Landscape Notes

1. LANDSCAPE AREAS SHALL BE MAINTAINED, INCLUDING MOWING, WATERING AND FERTILIZING BY CONTRACTOR, UP TO FINAL ACCEPTANCE. AT SUCH TIME OWNER WILL BE RESPONSIBLE FOR ALL MAINTENANCE. LANDSCAPE AND IRRIGATION WILL BE WARRANTED FOR ONE (1) FULL YEAR AFTER FINAL ACCEPTANCE.
2. ANY DISCREPANCIES WITH THE DRAWINGS AND SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNERS REPRESENTATIVE PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. CONTRACTOR TO VERIFY ALL FIELD CONDITIONS, EASEMENTS, PROPERTY LINES, ETC. PRIOR TO STARTING WORK. SHOULD ANY DISCREPANCIES, OMISSIONS, OR ERRORS OCCUR, NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY.
4. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES 48 HRS. PRIOR TO ANY EXCAVATION OR PLANTING.
5. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUBCONTRACTORS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.
6. STREET AND ORNAMENTAL TREES SHALL BE PLANTED NO CLOSER THAN FORTY (40) FEET AND FIFTEEN (15) FEET RESPECTIVELY FROM STREET LIGHTS. NO TREES SHALL BE PLANTED WITHIN TEN (10) FEET FROM WATER AND SEWER LINES, FOUR (4) FEET FROM GAS, TELEPHONE AND ELECTRIC UTILITIES, AND TEN (10) FEET FROM ANY DRIVEWAY.
7. MINIMUM CLEARANCE OF THREE (3) FEET ON EACH SIDE OF FIRE DEPARTMENT CONNECTION (FDC). NO VEGETATION OTHER THAN TURF OR GROUND COVERS PLANTED IN FRONT OF FDC.
8. IF TREES OR SHRUBS ARE LOCATED ON TOP OF FIELD VERIFIED UTILITIES, CONTRACTOR SHALL NOTIFY OWNER BEFORE ANY DIGGING HAS COMMENCED. VERIFY WITH OWNER IF AND WHICH SHRUBS/TREES SHALL BE TAKEN OUT OF PROJECT/CONTRACT.
9. ALL LANDSCAPE AREAS SHALL BE MAINTAINED, INCLUDING MOWING, WATERING AND FERTILIZING BY CONTRACTOR, UP TO FINAL ACCEPTANCE. AT SUCH TIME OWNER WILL BE RESPONSIBLE FOR ALL MAINTENANCE. LANDSCAPE AND IRRIGATION WILL BE WARRANTED FOR ONE (1) FULL YEAR AFTER FINAL ACCEPTANCE BY OWNER
10. TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
11. EXCAVATED MATERIAL TO BE USED AS FILL WILL HAVE ALL ROCKS, DEBRIS, WASTE MATERIAL, FROZEN MATERIAL, VEGETATION LARGER THAN 3" IN ANY DIMENSION REMOVED BEFORE PLACEMENT AND COMPACTION OF SOIL.
12. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING FOUNDATIONS AND A SMOOTH TRANSITION BETWEEN ALL ADJACENT EXISTING GRADES AND PROPOSED GRADES
13. PRIOR TO FINE GRADING, SOD AREAS AND PLANTING BEDS, SHALL BE THOROUGHLY LOOSENED AND TILLED TO A 6" DEPTH. REMOVE ALL UNSUITABLE TOPSOIL, INCLUDING ALL ROCKS LARGER THAN 3 INCHES IN ANY DIRECTION, ALL CONCRETE, TRASH, DEBRIS, WEEDS, ROOTS AND OTHER WASTE MATERIALS. AFTER THAT TIME ORGANIC AMENDMENTS SHALL THEN BE THOROUGHLY TILLED AND INCORPORATED TO A MINIMUM 6" DEPTH IN THESE AREAS AT THE MINIMUM OF RATE OF 3 CU. YDS. / 1,000 SQ.FT.
14. UNIFORMLY COMPACT AND FINE GRADE THESE SOD / GRASS AREAS AND PLANTING BEDS TO A SMOOTH SURFACE, FREE FROM IRREGULAR SURFACE CHANGES. CUT OUT SOFT SPOTS, FILL IN LOW SPOTS AND TRIM HIGH SPOTS TO COMPLY WITH REQUIRED GRADE TOLERANCES.
15. ONCE COMPACTED AND FINE GRADED ALL ROCKS, DEBRIS, WASTE MATERIAL AND VEGETATION MATERIAL LARGER THAN 1/2" WILL BE RAKED FROM THE SURFACE AND REMOVED FROM SITE.
16. SOD TO BE 100% COLORADO GROWN DURA-TURF TALL FESCUE BLEND SPECIFICALLY GROWN FOR LOW WATER LAWN APPLICATIONS (IE "REVEILLE") WITH MINIMUM THREE (3) IMPROVED VARIETIES, HAVING A HEALTHY VIGOROUS ROOT SYSTEM. ONCE TURF IS LAID IT SHALL BE PROPERLY ROLLED, COMPACTED AND PUSHED TOGETHER TO ELIMINATE ANY GAPS BETWEEN ROLL EDGES. APPLY FERTILIZER IN THESE AREAS PER SOD FARM'S RECOMMENDATIONS.
17. NATIVE SEED AREAS: ADEQUATE TEMPORARY IRRIGATION OR BY WATER TRUCK WILL BE PROVIDED FOR THE ESTABLISHMENT AND MAINTENANCE FOR THESE SEEDED AREAS, AND THAT NATIVE GRASSES SHALL BE MAINTAINED IN A CONDITION OF ACCEPTABLE HEIGHT, FREE OF WEEDS, TRASH AND DEBRIS, AND SHALL NOT REPRESENT A FIRE HAZARD NOR BECOME A NUISANCE SITE FOR WATER OR WIND EROSION.
18. ALL PLANT MATERIALS ARE SIZED AND OUTLINED IN PLANT LIST. ALL PLANTS TO BE PLANTED IN AMENDED SOIL AND STAKED AS SHOWN IN DETAILS. ALL PLANT MATERIAL SHALL MEET OR EXCEED THE CODE OF STANDARDS CURRENTLY RECOMMENDED BY THE COLORADO NURSERY ACT FOR NUMBER ONE GRADE.
19. IF PLANTS ARE IN NEED OF REPLACEMENT DUE TO DECLINING HEALTH, DISEASE, OR DEATH, THE PLANTS MUST BE REPLACED WITH THE ORIGINAL SPECIES UNLESS APPROVED BY THE CITY.
20. CHANGES IN PLANT SPECIES OF PLANT LOCATIONS FROM WHAT IS LISTED ON THE LANDSCAPE PLAN WILL REQUIRE THE APPROVAL OF THE CITY PRIOR TO INSTALLATION OF REPLACEMENT. OVERALL QUANTITY AND QUALITY TO BE CONSISTENT WITH THE APPROVED PLANS. IN THE EVENT OF CONFLICT WITH THE QUANTITIES INCLUDED IN THE PLANT LIST, SPECIES AND QUANTITIES SHALL BE PROVIDED.
21. ALL TREES AND SHRUBS TO BE BALLED AND BURLAPPED, OR CONTAINERIZED.
22. ALL EXISTING TREES TO REMAIN UNLESS OTHERWISE NOTED
23. ALL PLANT MATERIAL SHALL HAVE ALL WIRE, TWINE, BASKETS, BURLAP, AND ALL OTHER NON-BIODEGRADABLE CONTAINMENT MATERIAL REMOVED FROM THE TRUNK AND/OR ROOT BALL OF THE PLANT, PRIOR TO PLANTING.
24. ALL SHRUB BEDS SHALL HAVE MINIMUM 4" DEPTH SHREDDED CEDAR MULCH - NATURAL COLOR AND/OR WASHED SMOOTH COBBLE. A CONTINUOUS LAYER OF TYPAR LANDSCAPE FABRIC OR APPROVED EQUAL SHALL BE INSTALLED IN ALL SHRUB BEDS WITH 6" OVERLAP AT SEAMS WITH 4" STAPLES 4' O.C. IN ALL DIRECTIONS.
25. EDGING BETWEEN GRASS TYPES AND SHRUB BEDS / ROCK COBBLE SHALL BE HEAVY DUTY STEEL EDGER MIN. 1/8" x 4" WITH ROUNDED TOP AND PLASTIC CAP AND SHALL BE SET LEVEL WITH THE TOP OF THE ADJACENT SOD. NO EDGING SHALL BE USED BETWEEN CEDAR MULCH AND COBBLE TRANSITIONS.

Landscape Bufferyard Table:

1. LANDSCAPE BUFFER ALONG NORTH GARFIELD (HWY 287)

BUFFER TYPE C
LENGTH OF BUFFER - 230'
WIDTH OF BUFFER - 100's
PLANT MULTIPLIER - 0.5

REQUIRED NUMBER OF PLANTS	PLANTS PROVIDED
3 CANOPY TREES	0 CANOPY TREES
2 FLOWERING TREES / LG. SHRUBS	3 FLOWERING TREES / 5 LG. SHRUBS
17 SHRUBS	22 SHRUBS
3 EVERGREEN SHRUBS/CONIFERS	31 EVERGREEN SHRUBS/CONIFERS

NOTE: CANOPY TREES WOULD BE IMPACTED BY AUTOMOBILE TRAFFIC IN THE DRIVE LANE. ADDITIONAL CONIFEROUS AND TREES HAVE BEEN INCLUDED FOR SCREENING.

2. LANDSCAPE BUFFER ALONG WEST 64TH STREET

BUFFER TYPE B
LENGTH OF BUFFER - 175'
WIDTH OF BUFFER - 11' Avg
PLANT MULTIPLIER - 1.25

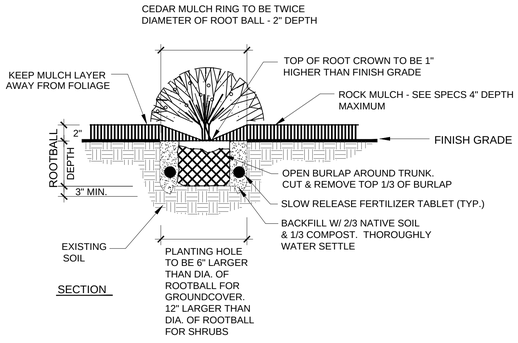
REQUIRED NUMBER OF PLANTS	PLANTS PROVIDED
4 CANOPY TREES	1 CANOPY TREES INCLUDING 2 EXISTING
4 FLOWERING TREES / LG. SHRUBS	0 FLOWERING TREES / 4 LG. SHRUBS
19 SHRUBS	33 SHRUBS
2 EVERGREENS/CONIFERS	23 EVERGREENS/CONIFERS

NOTE: FIBER OPTIC LINE AND UTILITIES PREVENT THE PLANTING OF TREES ALONG WEST 64TH STREET. ADDITONAL CONIFEROUS AND DECIDUOUS TREES HAVE BEEN PLANTED FOR SCREENING.

Irrigation Notes

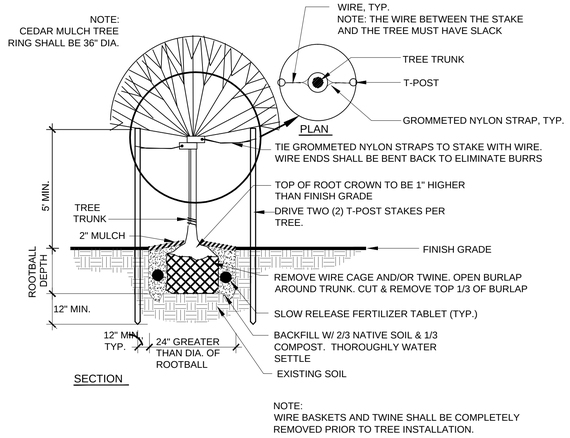
1. ENTIRE IRRIGATION SYSTEM AND ASSOCIATED IRRIGATION TAP(S) TO BE DESIGNED AND BUILT BY CONTRACTOR. IRRIGATION CONTRACTOR SHALL VERIFY P.S.I. AND GPM AVAILABLE. SYSTEM SHALL BE DESIGNED TO MEET THE AVAILABLE P.S.I. AND GPM. CONTACT THE WATER DEPARTMENT PRIOR TO BEGINNING DESIGN TO OBTAIN AVAILABLE PRESSURES (970) 962-3706.
2. ALL INDICATED SOD GRASS AREAS ARE TO BE IRRIGATED BY A PERMANENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEM WITH RAIN SENSOR. TURF AREAS LESS THAN 25 FEET IN WIDTH ARE TO BE IRRIGATED WITH POP-UP SPRAY HEADS AND AREAS GREATER THAN 25FEET SHALL USE A ROTOR POP-UP SPRAY SYSTEM.
3. ALL TREES, SHRUBS AND PERENNIALS OUTSIDE OF POP-UP IRRIGATED AREAS, INCLUDING PLANTER POTS / BOXES ARE TO BE IRRIGATED WITH A PERMANENT DRIP IRRIGATION SYSTEM WITH RAIN SENSOR. IRRIGATION SYSTEM AND NECESSARY SLEEVING WILL BE DESIGNED AND BUILT BY CONTRACTOR AND ADJUSTED TO A LOW WATER REQUIREMENT, BASED ON THE NEEDS OF SELECTED PLANT MATERIAL.
4. THE IRRIGATION SYSTEM SHOULD BE ADJUSTED TO A LOW WATER REQUIREMENT, BASED ON THE NEEDS OF SELECTED PLANT MATERIAL.
5. QUICK COUPLERS SHALL BE PROVIDED AT EACH POINT OF CONNECTION AND AT REGULAR SPACING ALONG THE IRRIGATION MAINLINE. SPACING OF QUICK COUPLES SHALL NOT EXCEED 200 FEET. LOCATE QUICK COUPLING VALVE AT A POINT OF EASY ACCESS.
6. FINAL LOCATION OF IRRIGATION HEADS MUST BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO PLANTING. HEAD LOCATION SHALL BE COORDINATED IN THE FIELD WITH EXISTING SITE CONDITIONS AND PLANT MATERIAL.
7. ALL IRRIGATION TRENCHES SHALL BE PROPERLY WATERED AND COMPACTED TO AVOID FUTURE SETTLING. ANY SETTLING DURING WARRANTY PERIOD WILL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
8. COORDINATE ALL IRRIGATION WORK WITH EXISTING UTILITIES AND RESPECTIVE TRADES.
9. ALL IRRIGATION SLEEVING SHALL BE PROVIDED AND INSTALLED BY GENERAL CONTRACTOR. IRRIGATION CONTRACTOR SHALL COORDINATE SLEEVING LOCATIONS WITH GENERAL CONTRACTOR. ALL IRRIGATION SLEEVING TO BE STAKED IN THE FIELD OR LOCATED ON DIMENSIONED "AS-BUILT" DRAWING BY THE GENERAL CONTRACTOR TO ALLOW FUTURE USE AND LOCATION.

Planting Details



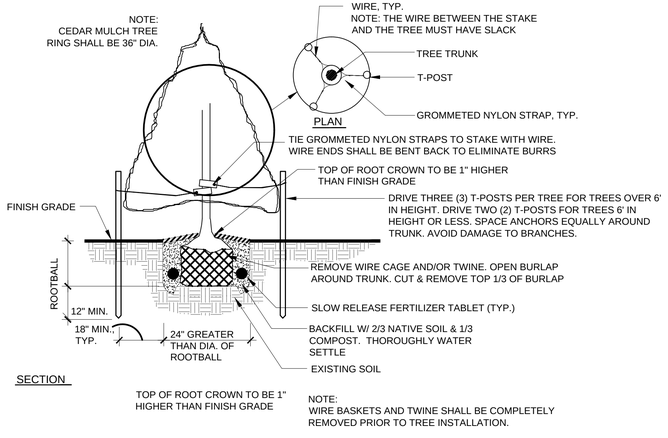
A Ground Cover & Shrub Planting Detail

NOT TO SCALE



B Deciduous Tree Planting Detail

NOT TO SCALE



C Conifer Tree Planting Detail

NOT TO SCALE

TB GROUP
landscape architecture | planning | illustration
444 Mountain Ave.
Berthoud,CO 80513
TEL 970.532.5891
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SEAL

PROJECT TITLE

FREDDY'S FROZEN CUSTARD

155 West 64th Street
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PREPARED FOR

NCC Wintergreen, LLC
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REVISIONS

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	07-11-14

DATE

MAY 29, 2014

SHEET TITLE

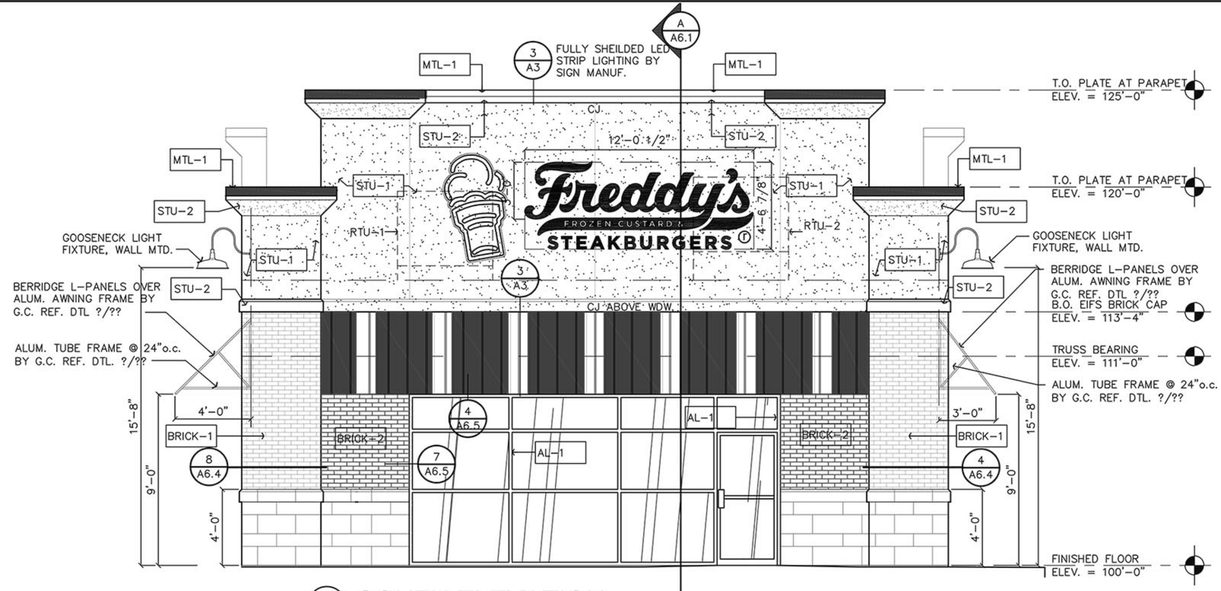
LANDSCAPE NOTES & DETAILS

SHEET INFORMATION

SHEET 6 OF 10

CALL UTILITY NOTIFICATION CENTER OF COLORADO
811
Know what's below. Call before you dig.
CALL 3 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

PC ATTACHMENT 4



A SOUTH ELEVATION

1/4"= 1'-0"

SIGNAGE AREA:

FREDDY'S STEAKBURGERS = 55 SQ.FT.
CONE = 15 SQ.FT.

TOTAL = 70 SQ.FT.

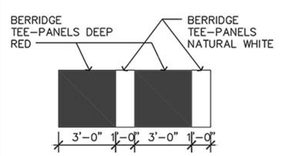
ALL SIGNAGE SHALL BE UNDER SEPARATE PERMIT

NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

COMMERICAL WRAP

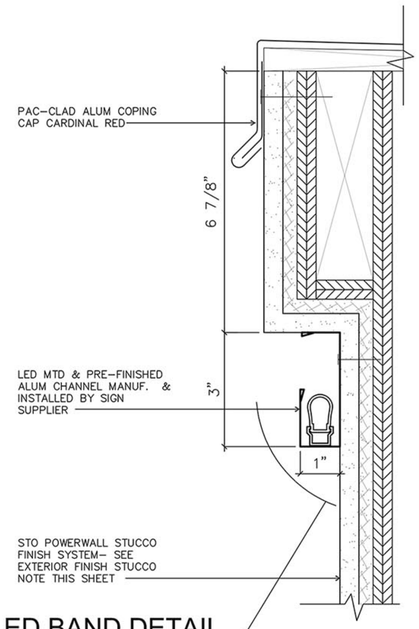
GENERAL CONTRACTOR TO INSTALL "TYVEK CommercialWrap" MEMBRANE OVER PLYWOOD. DO NOT USE HomeWrap OR StuccoWrap.

AWNING COLOR KEY



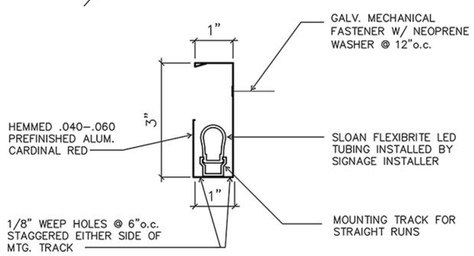
EXTERIOR FINISH LEGEND

DESIGNATION	MATERIAL/MANUFACTURER	COLOR
BRICK-1	GLEN-GERY BRICK	RUSTIC BURGUNDY
BRICK-2	GLEN-GERY BRICK	CEDAR LAKE
STU-1	STUCCO TEXTURE: SANDBLAST	FREDDY'S CUSTOM COLOR N185 - 2B (GALLON) OY 1x 18.75 RX 0x 3.00 BK 0x 14.75 GY 0x 4.00
STU-2	TEXTURE: SANDBLAST	MATCH DRYVIT COLOR #442 COTTON
CS-1	CAST STONE - CONTINENTAL CAST STONE	#1103 SMOOTH FINISH
SF-1	SMOOTH FACE PRAIRIE STONE	BUFF
MTL-1	METAL COPING - PAC-CLAD	CARDINAL RED
MTL-2	METAL COPING - PAC-CLAD	MANSARD BROWN
AL-1	ALUMINUM STOREFRONT	DARK BRONZE



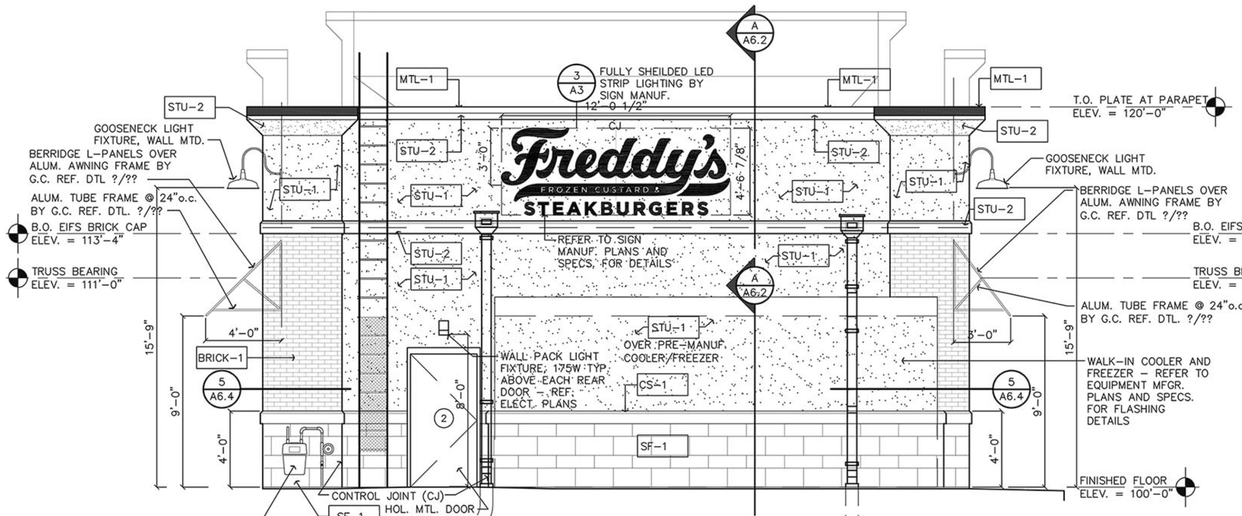
3 LED BAND DETAIL

N.T.S.



4 SHIELDED LED BAND

N.T.S.



B NORTH ELEVATION

1/4"= 1'-0"

NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

SIGNAGE AREA:

FREDDY'S STEAKBURGERS = 55 SQ.FT.

TOTAL = 55 SQ.FT.

ALL SIGNAGE SHALL BE UNDER SEPARATE PERMIT

THE DESIGN AND DETAILS DISCLOSED HEREIN ARE THE EXCLUSIVE PROPERTY OF WINTER ARCHITECTS INC. AND SHALL NOT BE COPIED OR REPRODUCED IN WHOLE OR IN PART WITHOUT ITS PRIOR WRITTEN CONSENT.

DAN WINTER, ARCHITECT

FREDDY'S FROZEN CUSTARD

155 W. 64th
LOVELAND, COLORADO

WINTER ARCHITECTS

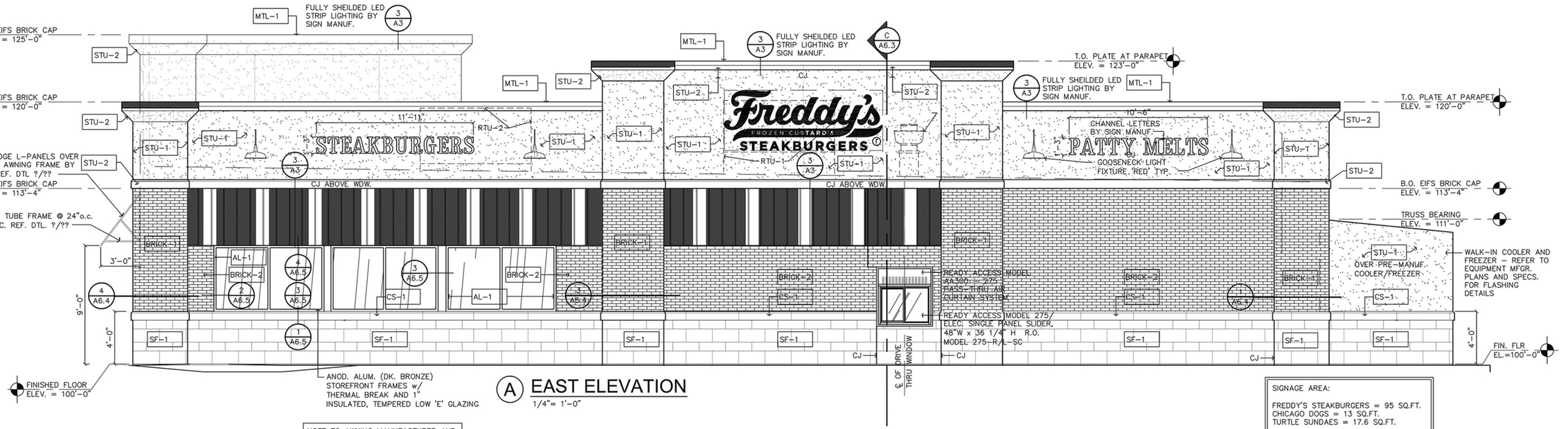
1024 EAST FIRST STREET
WICHITA, KS. 67214
PH. 316-267-7142

EXTERIOR ELEVATIONS

DATE
5/1/14

DRAWN BY:
RB / WB / JL
CHECKED BY:
DW

PC ATTACHMENT 7



A EAST ELEVATION

1/4"= 1'-0"

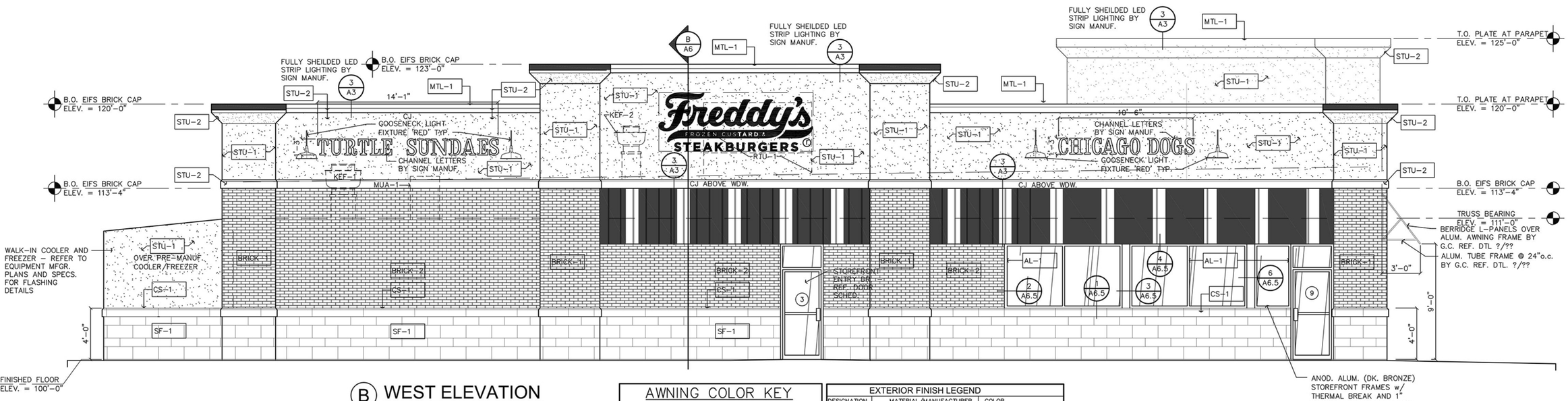
NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

SIGNAGE AREA:

FREDDY'S STEAKBURGERS = 95 SQ.FT.
CHICAGO DOGS = 13 SQ.FT.
TURTLE SUNDAES = 17.6 SQ.FT.

TOTAL = 125.6 SQ.FT.

ALL SIGNAGE SHALL BE UNDER SEPARATE PERMIT

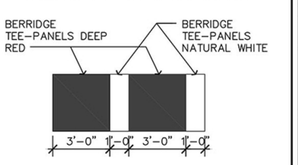


B WEST ELEVATION

1/4"= 1'-0"

NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

AWNING COLOR KEY



EXTERIOR FINISH LEGEND

DESIGNATION	MATERIAL/MANUFACTURER	COLOR
BRICK-1	GLEN-GERY BRICK	RUSTIC BURGUNDY
BRICK-2	GLEN-GERY BRICK	CEDAR LAKE
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STU-2	TEXTURE: SANDBLAST	MATCH DRYVIT COLOR #442 COTTON
CS-1	CAST STONE - CONTINENTAL CAST STONE	#1103 SMOOTH FINISH
SF-1	SMOOTH FACE PRAIRIE STONE	BUFF
MTL-1	METAL COPING - PAC-CLAD	CARDINAL RED
MTL-2	METAL COPING - PAC-CLAD	MANSARD BROWN
AL-1	ALUMINUM STOREFRONT	DARK BRONZE

SIGNAGE AREA:

FREDDY'S STEAKBURGERS = 55 SQ.FT.
CONCRETES = 11 SQ.FT.
PATTY MELTS = 13 SQ.FT.

TOTAL = 79 SQ.FT.

ALL SIGNAGE SHALL BE UNDER SEPARATE PERMIT

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PH. 316-267-7142

EXTERIOR ELEVATIONS

DATE
5/1/14

DRAWN BY: RB / WB / JL
CHECKED BY: DW

ALL EXTERIOR SITE LIGHTING SHALL BE DESIGNED TO PREVENT OFF-SITE GLARE

LIGHT FIXTURE POLE SCHEDULE

SPAULDING LIGHTING SSS-25-40-7-A2-BL	25'x4" SQUARE STRAIGHT STEEL POLE ON 2' HIGH CONCRETE BASE. BLACK FINISH

CIMARRON LED	Cat.# FIXTURE TYPE BLACK	Approvals	SPAULDING LIGHTING
	Job / Type		

SPECIFICATIONS

Construction:
- Stylish vertically finned die-cast solid top housing for maximum heat dissipation; Stops collection of unsightly debris from gathering on top of the housing
- Rugged lower die-cast aluminum heat sink accelerates thermal management and optimizes PCB and optical performance
- Separate optical and electrical compartment for optimum component operation
- One piece die cut silicone gasket ensures weather proof seal around each individual LED for IP65 rating
- Backlight Control (BC) option available for 85% spill light reduction, doesn't change fixture appearance or EPA, recommended for Type III and Type IV distributions
- Stamped bezel provides mechanical compression to seal the optical assembly
- Complements the Hubbell Southwest series of outdoor fixtures
- Weight - 45.0 pounds, EPA - 1.3 ft²
- Features exclusive wiHUBB technology -Wireless system for On/Off and 0-10VDC full range dimming control -Programmable autonomous operation

Optics:
- Choice of 32 high brightness LED configurations with individual acrylic lenses specially designed for IES Type II, III, IV and V distributions
- CCT: 5100K standard, 3000K, 4200K and turtle friendly Amber LED options
- CRI: 70

Electrical:
- Universal input voltage 120-277 VAC, 50/60 Hz
- Integral step-down transformer for 347V & 480V
- Ambient operating temperature -30˚C to 40˚C
- Automatic thermal self-protection
- Drivers have greater than 90% power factor and less than 10% THD
- Optional continuous dimming to 10% or dual circuitry available
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- 1050 mA driver available with 90L configuration for increased lumen output
- LED electrical assembly, including PR devices, consumes no power in the 'off' state
- Surge protection of 10KA 8/20 µSec wave; clamping voltage of 320V & surge rating of 273J

Lumen maintenance:
- L90 at 60,000 hours (Projected per IESNA TM-21-11)

Installation:
- Two die-cast aluminum arm designs are available providing maximum design flexibility
- The decorative arm offers a sleek upswept look while the straight arm follows the housing's contoured lines for continuity of style
- Fixture ships with arm installed for ease of installation and mounts to #2 drill pattern
- Wall bracket, mast arm fitter and pole accessories are also available allowing easy mounting for virtually any application

Finish:
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

Warranty:
Five year limited warranty (for more information visit: http://www.hubbelloutdoor.com/resources/warranty/

Listings:
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations
- DesignLights Consortium qualified
- IDA approved • IP65

PRODUCT IMAGE(S)

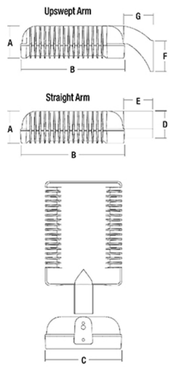

90 LED 3/4 VIEW


30 LED


60 LED


90 LED

DIMENSIONS



A	B	C	D	E	F	G
6 3/4" 171mm	21 3/4" 552mm	16" 406mm	6 5/8" 168mm	6 5/16" 160mm	5 5/8" 143mm	6 1/8" 155mm

CERTIFICATIONS/LISTINGS

ORDERING INFORMATION SEE NEXT PAGE

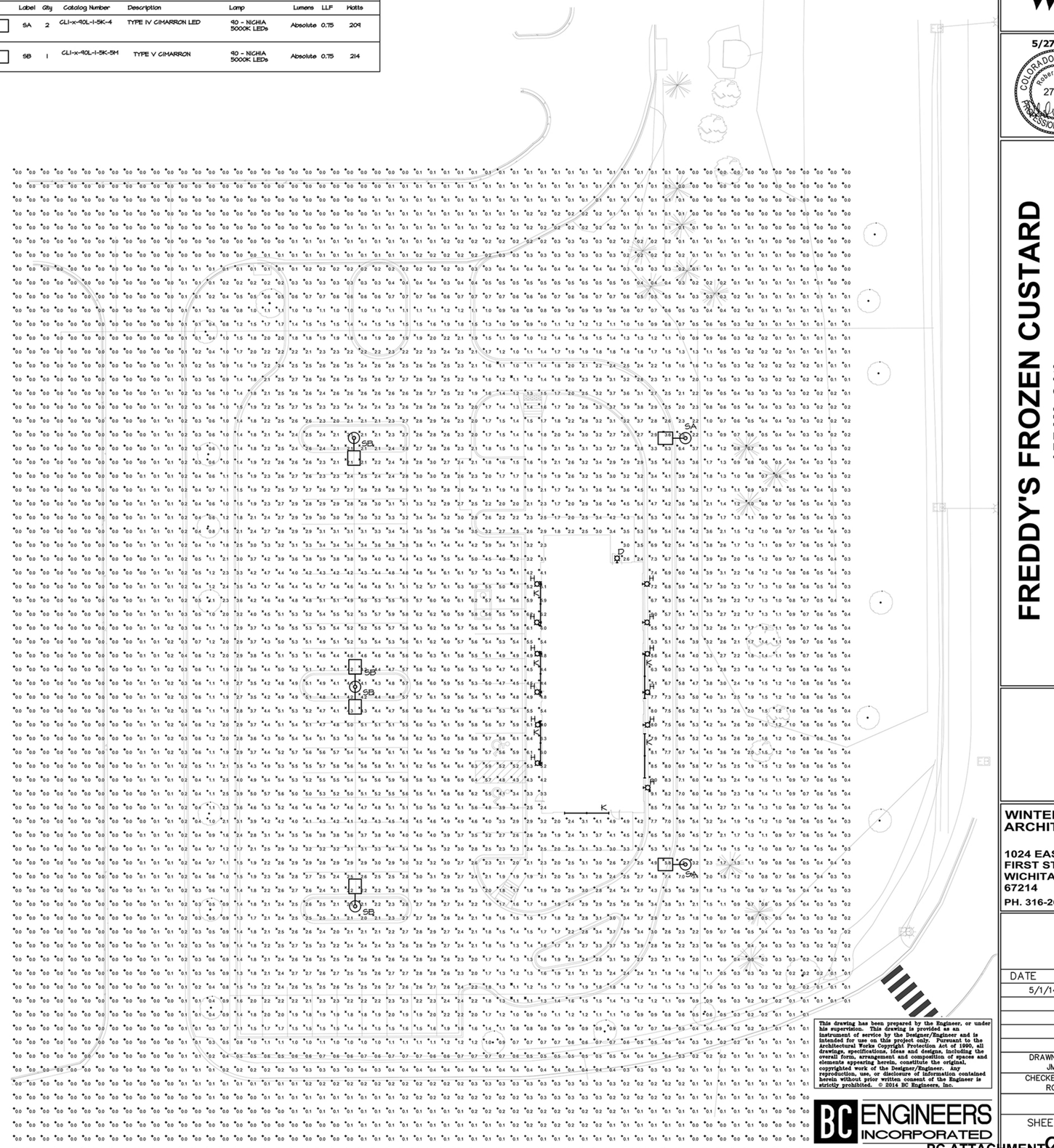
SPAULDING LIGHTING Spaulding Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

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CL1LED-SPEC 11/13

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	Lumens	LLF	Watts
	SA	2	CLI-x-40L-1-5K-4	TYPE IV CIMARRON LED	40 - NICHIA 5000K LEDs	Absolute	0.75	209
	SB	1	CLI-x-40L-1-5K-5M	TYPE V CIMARRON	40 - NICHIA 5000K LEDs	Absolute	0.75	214


SA
SB
SB
SB
SA
SB
D
H
K
K
K

ANPLighting.com
RLM • PENDANTS • POLES • CASTINGS
FIND IT FAST

W512
Catalog:

TYPE H





	WPL (Fluorescent)
Max Wattages	42WPLW

**HID refers to both Metal Halide(MH) and High Pressure Sodium(HPS).
Please specify preferences.
Caution! Glass enclosure reduces maximum wattage.
Max Wattages are based on open lamp

Available Colors

Color plates below represent available colors for this product.
If photograph not available in selected color, color back plate will be shown



Description:
Warehouse

Max Wattages are based on open lamp

Specification:
RLM shades manufactured from 1100 Aluminum Alloy typically .08 - .125 thickness.

- •White paint standard inside all painted fixtures. Fixtures, arms and post mounts are U.L. wet listed when installed according to manufacturers instructions. Design and construction may change at factorys discretion. Screw hardware may not match finish, but are made of stainless steel.
- •All fixtures come standard with 96" of lead wire. Additional lead wire (LDW).
- •For Color Selections see color page. ANP will do its best to match your custom color. Consult factory for prices.
- •When ordering Raw Copper finish, please note that some accessories/components such as finials, decorative balls, and spacer tubes are painted copper and are not raw copper. Cast back plates included are solid copper. All hubs are painted copper.
- •Some accessories may extend below fixture line or be out of proportion. When using a combination of accessories, contact factory for compatibility.
- •Grills and Vapor Tight guards are available in painted finishes only (standard & premium).
- •Steel Shades available, consult factory.

Paint:
Standard Powder Coating Process
A polyester powder coat is used for superior gloss and color retention.¿½-Stage of the at 20 PSI pressure power wash at 140¿½ incorporates five step iron phosphate process with sealer and DI water to cleanse and pre-treat the metal surface for maximum paint adhesion.¿½Electrostatically applied ranging from texture to smooth glossy polyester powder topcoat and baked at 430¿½ for maximum hardness and exterior durability.

Marine Grade Paint:
For objects exposed to extreme conditions as is found in coastal regions or industrial atmospheres we offer, at an additional charge.¿½a highly weather and UV resistant powder coating that withstands up to 3000 hours of continuous salt spray and comes with a 5 year warranty.¿½Consult Factory for additional paint cost and availability.

DARK SKY
CAPABLE

Columbia LIGHTING

CS BI-PIN 2L

2', 3', 4', 6', 8' Straight-Sided Utility Channel / 1 or 2-Lamp T8 or T5



PROJECT INFORMATION

Project Name | Type

Catalog No. | Date

FEATURES

- Available 2', 3', 4' or 8'
- Heavy die formed steel channel
- Rotary lock lampholders for positive lamp contact
- Channel ends double as joiners
- Individual or row mounting. Surface or suspended
- Ballast covers on 4' and 8' units are secured with ¼-turn fasteners

CONSTRUCTION
Steel housing die formed with heat sink embossments for cooler running ballasts. Socket saddles are factory installed.

FINISH
White painted parts are treated with a five stage phosphate bonding process and finished with a high reflectance baked enamel.

BALLASTS
Energy efficient, thermally protected, automatic resetting, Class P, high power factor, sound rated A, unless otherwise specified. CEE NEMA Premium compliant.

ELECTRICAL
Standard class "P," thermally protected, auto-resetting HPF ballast, sound rated A. CEE NEMA Premium compliant. All ballast leads extend a minimum of 6" through access location. NEC/CEC-compliant ballast disconnect is standard.

CERTIFICATION
All luminaires are built to UL 1598 standards and bear appropriate UL and CUL or CSA labels. Damp location labeling is standard. Emergency-equipped fixtures labeled UL 924.

TYPE K

FIXTURE INTEGRAL TO AWNING.

ORDERING INFORMATION

EXAMPLE CS4-232-EU-GLR

CS	8	–	1	32	–	E	U	–
MODEL	SIZE		NO. OF LAMPS IN CROSS SECTION	LAMP TYPE		BALLAST	VOLTAGE	OPTIONS

MODEL
CS Straight-Sided Utility Channel

SIZE
2 2'
3 3'
4 4'
6 6' (Tandem length)
8 8' (Tandem length)

NO. OF LAMPS IN CROSS SECTION
1 One
2 Two

LAMP TYPE
14 2', T5 / 14 Watt
17 2', T8 / 17 Watt
21 3', T5 / 21 Watt
24 2', T5 / 24 Watt
25 4', T8 / 25 Watt
28 4', T5 / 28 Watt
32 4', T8 / 32, 30, 28 (F25T8)
39 8', T5HO / 39 Watt
54 4', T5 / 54 Watt

BALLAST
E Electronic T8, Instant Start
4E 4-Lamp Electronic T8, Instant Start
EP Electronic T5, Programmed Start (std. for T5HO, optional t8)
For a specific ballast vendor, show as option.

VOLTAGE
U 120V-277V
347 347V

OPTIONS
GLR Heat Blow Fuse
GHF Slow Blow Fuse
EL Emergency Battery Pack (Not in 2')
BC Branch Circuit Plug-on Wiring System. See sections section for details
PAF Paint After Fabrication
NYC NYC Compliant
NYCU NYC Compliant, Khrive Label

ACCESSORIES (ORDER SEPARATELY)
ETI4 Hanger for Close Mounting into 2 T Bar Ceiling
CSZT Zip Tee Hanger - 1½" Spacer on T Bar Ceiling
CSTH Tiode Tang Hanger with ¾" Hole
CSWG4 4' Wire Guard, 2 Required for 8' Fixture
CSWG3 3' Wire Guard, 2 Required for 6' Fixture
CSBA4 4' Asymmetric Reflector
CSB4 4' Symmetric Reflector

For complete list of options and accessories, see options and accessories section.

STRIPLIGHTS / CS BI-PIN 2L

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701 McBerry Blvd. Greenville, SC 29607 / Tel 864.678.1000 / Website www.columbialighting.com

HUBBELL Lighting



5" Direct Wall Mount Cylinder

1152

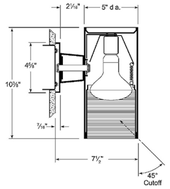
One 75W BR30 or PAR30 Lamp 120V

TYPE D

DATE: TYPE:
FIRM NAME:
PROJECT:

LiteForms

For conversion to millimeters, multiply Inches by 25.4
Not to Scale



APPLICATIONS:
The 1152 is a small-scale wall mount cylinder used to achieve direct illumination patterns on vertical walls or columns. The 1152 is suitable for a wide variety of commercial, retail and institutional applications.

HOUSING:
.052" thick seamless extruded aluminum cylinder with diecast aluminum canopy, arm and bracket. Interlocking parts ensure proper cylinder alignment. Durable powder coat paint finish. Specify: brushed aluminum, matte black, bronze, matte white or Prescolite's exclusive Zet, metallic silver.

REFLECTOR:
Specify painted black interior, one-piece millegroove black baffle, black cone, or clear Alzak reflector.

LAMP:
One (1) 75W PAR30 or BR30 lamp. Lamp furnished by others.

SOCKET:
Porcelain socket with nickel plated screw shell.

INSTALLATION:
Easy installation onto standard Jbox.

LABELS:
UL, CSA listed for wet locations

CATALOG NUMBER: EXAMPLE: 1152-962BZ

HOUSINGS

- ❑ **1152** 5" Direct wall mount cylinder with painted black interior. One 75W PAR30 or BR30
- ❑ **1152-910** 5" Direct wall mount cylinder with black millegrove baffle. One 75W PAR30 or BR30
- ❑ **1152-960** 5" Direct wall mount cylinder with black cone. One 75W PAR30 or BR30
- ❑ **1152-962** 5" Direct wall mount cylinder with clear Alzak reflector. One 75W PAR30 or BR30

FINISH OPTIONS

- ❑ **BA** Brushed aluminum
- ❑ **BL** Matte Black
- ❑ **BZ** Bronze
- ❑ **WH** Matte White
- ❑ **Z** "Zet" metallic silver

Special Reflector Finishes:
Refer to specification sheet LFO-INC-037 for reflector capabilities

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LFO-INC-005

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BC ENGINEERS INCORPORATED
5720 Reeder Shawnee, Ks. 66203 (913)262-1772

5/27/2014
COLORADO REGISTERED PROFESSIONAL ENGINEER
Robert W. Curry
27756

FREDDY'S FROZEN CUSTARD

155 W. 64th
LOVELAND, COLORADO

WINTER ARCHITECTS
1024 EAST FIRST STREET
WICHITA, KS. 67214
PH. 316-267-7142

DATE
5/1/14

DRAWN BY: JM
CHECKED BY: RC

DELICH ASSOCIATES Traffic & Transportation Engineering
2272 Glen Haven Drive Loveland, Colorado 80538
Phone: (970) 669-2061 Fax: (970) 669-5034

MEMORANDUM



TO: Mark Siffring, Northern Colorado Custard, LLC
Sean Kellar, City of Loveland TDR

FROM: Matt Delich

DATE: April 25, 2014

SUBJECT: Freddy's Frozen Custard at Wintergreen Trip Generation Comparison
(File: 1430ME01)

A Freddy's Frozen Custard restaurant has been proposed within the Wintergreen Village development in Loveland. The "Wintergreen Village Master Traffic Study" (WVMTS), dated April 2004 was prepared for this development. Appendix A contains an aerial photograph and a site plan of the commercial portion of the Wintergreen Village development. The aerial photograph indicates that much of the commercial portion of Wintergreen Village is built and occupied. The only vacant parcel is Outlot 3. The WVMTS included five land uses in the commercial portion: 1) Discount Superstore; 2) Gasoline Service Station; 3) Sit-Down Restaurant; 4) Fast Food Restaurant; and 5) Drive-In Bank. The land uses, on the outlots, were not specifically identified in the WVMTS. The following land uses have been built: 1) Discount Superstore; 2) Drive-In Bank; 3) Car Wash; and 4) Specialty Retail. It is assumed that the Fast Food Restaurant land use would have been on Outlot 3. Since the traffic from Outlot 3 was included in the cited WVMTS, the City of Loveland staff requested a trip generation comparison.

In the cited WVMTS, Appendix D showed the following trip generation for the Fast Food Restaurant: 1986 weekday trip ends, 212 weekday morning peak hour trip ends, 139 weekday afternoon peak hour trip ends, and 237 Saturday peak hour trip ends. The trip generation was calculated using Trip Generation, 7th Edition, ITE for a 4,000 square foot building.

Appendix B contains a site plan for the Freddy's Frozen Custard building, which is proposed on Outlot 3. The site plan for the Freddy's Frozen Custard proposal shows a 3,178 square foot building. The trip generation rates for "Fast Food Restaurant with Drive-through Window" Code 934 in Trip Generation, 9th Edition, ITE were used to calculate the trip generation for the Freddy's Frozen Custard building. The calculated trip generation is: 1576 weekday trip ends, 144 weekday morning peak hour trip ends, 104 weekday afternoon peak hour trip ends, and 188 Saturday peak hour trip ends.

The Freddy's Frozen Custard proposal will generate less daily and peak hour traffic than that shown in the cited WVMTS. It is respectfully requested that no further traffic studies be required for the proposed Freddy's Frozen Custard building.

Do not hesitate to contact me if you have questions or desire additional information. Thank you.

PC ATTACHMENT 5

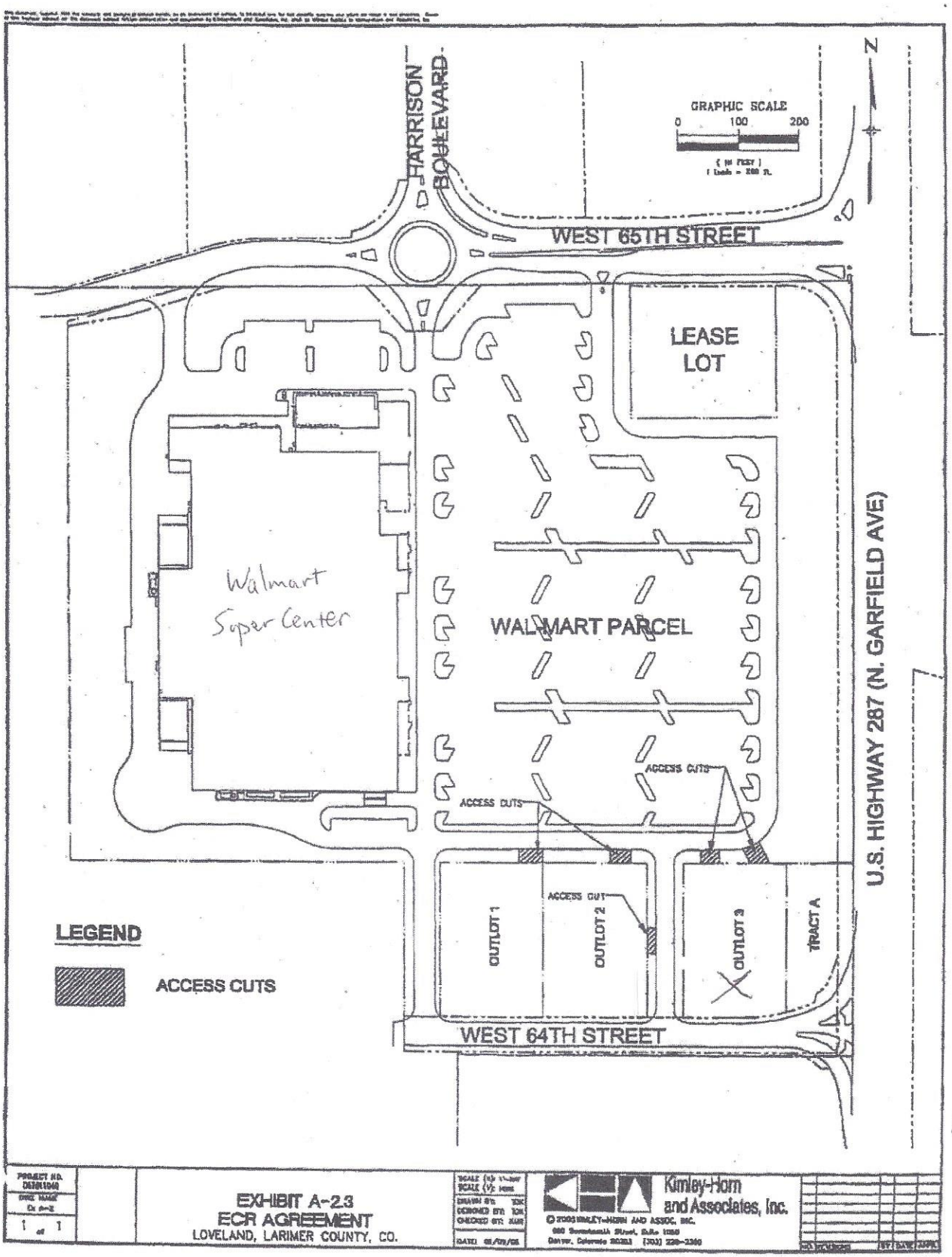
APPENDIX A

PC ATTACHMENT 5

PC ATTACHMENT 5

LOVELAND #2

N ↑



FORT COLLINS, CO

LOVELAND, CO

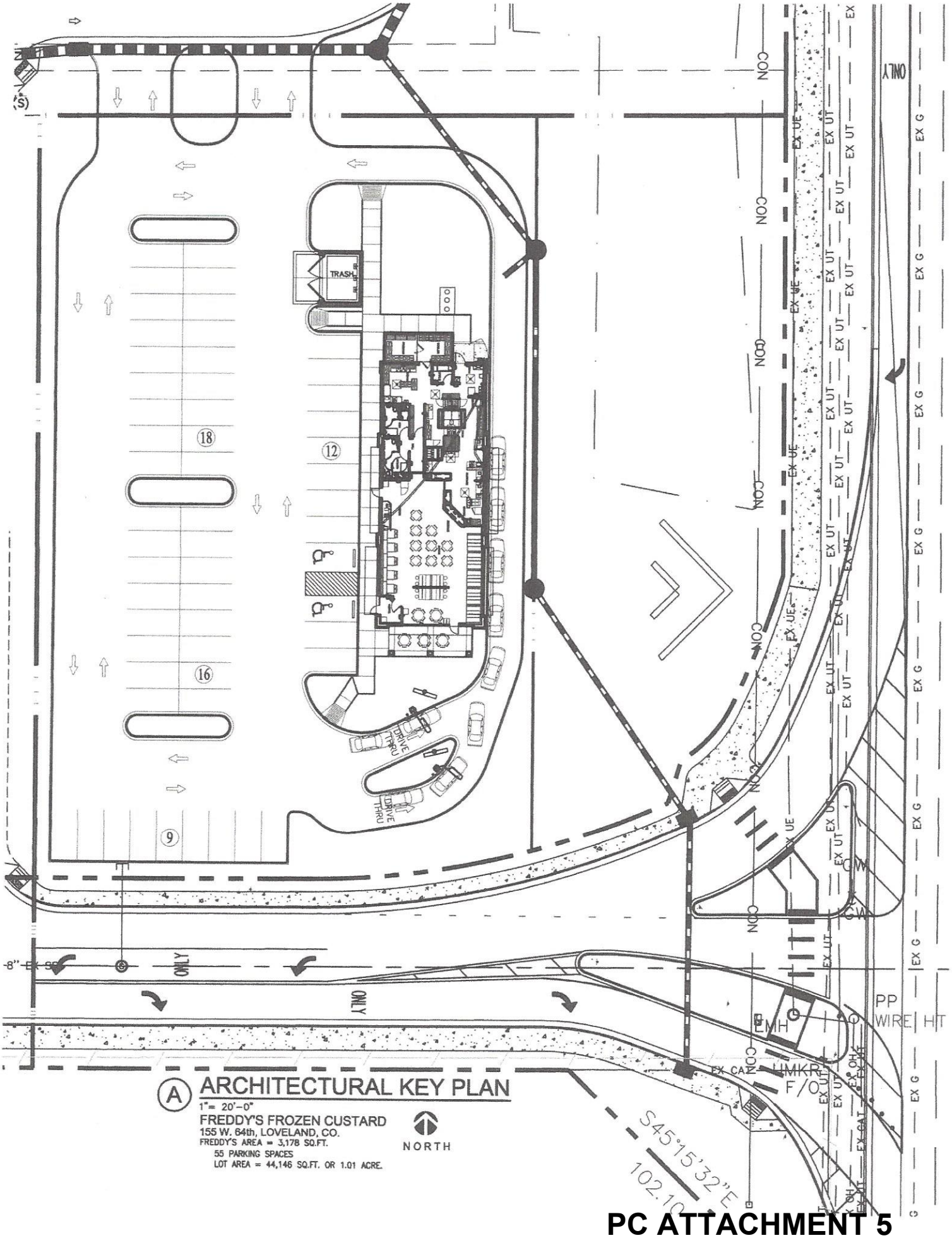
EXHIBIT A-2.3
ECR AGREEMENT
LOVELAND, LARIMER COUNTY, CO.

Kimley-Horn and Associates, Inc.

PC ATTACHMENT 5

APPENDIX B

PC ATTACHMENT 5



A ARCHITECTURAL KEY PLAN

1"= 20'-0"

FREDDY'S FROZEN CUSTARD
155 W. 64th, LOVELAND, CO.
FREDDY'S AREA = 3,178 SQ.FT.
55 PARKING SPACES
LOT AREA = 44,146 SQ.FT. OR 1.01 ACRE.

NORTH

PC ATTACHMENT 5

City of Loveland

Development Services
Current Planning
500 East Third Street, Suite 310 • Loveland, CO 80537
(970) 962-2523 • Fax (970) 962-2945 • TDD (970) 962-2620
www.cityofloveland.org

MEMORANDUM

August 25, 2014 – Regular Agenda 2

To: Loveland Planning Commission

From: Troy Bliss, Senior Planner

Subject: Kendall Brook Multi-Family Preliminary Development Plan – Findings and Conclusions (PZ #14-00012)

This is a quasi-judicial matter adopting a Resolution of Findings and Conclusions made by the Loveland Planning Commission on August 11, 2014, denying the Kendall Brook Multi-Family Preliminary Development Plan. No public hearing will be provided for consideration of the Resolution.

On August 11, 2014 the Planning Commission held a public hearing to consider a Preliminary Development Plan and a Preliminary Subdivision Plat for an 8-building, 120-unit apartment development proposed for a vacant site along the south side of 50th Street within the Kendall Brook PUD. After listening to public testimony and considering all materials presented, the Commission voted to deny both applications by unanimous vote. To formalize the decision, the Commission must adopt Finding and Conclusions. Staff has prepared a Resolution for the Commission's consideration relative to the Preliminary Development Plan. Through adoption of this Resolution, the Preliminary Subdivision Plat effectively would be denied, as the two applications are connected. Adoption of Findings and Conclusions will initiate a 10-day appeal period which expires at 5:00 pm on September 4, 2014, if the Commission acts on August 25, 2014.

RECOMMENDED MOTION

Move to adopt Resolution #14-03, a resolution of the Loveland Planning Commission denying approval of the Kendall Brook Multi-Family Preliminary Development Plan, located within the P-49 Kendall Brook PUD, City of Loveland, Larimer County, Colorado, as amended on the record.

ATTACHMENTS:

1. Resolution #14-03

RESOLUTION #14-03

A RESOLUTION OF THE LOVELAND PLANNING COMMISSION DENYING APPROVAL OF THE KENDALL BROOK MIULTI-FAMILY PRELIMINARY DEVELOPMENT PLAN, LOCATED WITHIN THE P-49 KENDALL BROOK PUD, CITY OF LOVELAND, LARIMER COUNTY, COLORADO

WHEREAS, a General Development Plan ("GDP") for the P-49 Kendall Brook Planned Unit Development ("PUD") was signed by the City on September 26, 2000; and

WHEREAS, a multi-family development Preliminary Development Plan ("Multi-family PDP") for the P-49 Kendall Brook PUD was submitted to the Planning Commission for consideration pursuant to Chapter 18.41 of the Loveland Municipal Code ("City Code"); and

WHEREAS, the Kendall Brook Fifth Subdivision Preliminary Plat (the "Preliminary Plat") for the same portion of P-49 Kendall Brook PUD was also submitted to the Planning Commission for consideration pursuant to City Code Section 16.20.060; and

WHEREAS, the applications for the Multi-family PDP and the Preliminary Plat were considered as a joint application under Code Section 18.41.080; and

WHEREAS, on August 11, 2014, pursuant to Section 18.41.050.E.2. of the City Code and after due notice had been given, the Planning Commission held a public hearing regarding the Multi-family PDP and Preliminary Plat; and

WHEREAS, at said hearing the recommendations of the Current Planning Division were received and duly considered by the Planning Commission, as well as all necessary testimony by the applicant, Journey Homes, LLC, through its President, Larry Buckendorf, and its consultants, and the public; and

WHEREAS, the Planning Commission considered the application for the Multi-family PDP in light of the intent and objectives of Chapter 18.41 of the City Code, and more specifically the factors set forth in Sections 18.41.050.E.2.a. through c., and expressly including those set forth in Sections 18.41.050.D.4.b. and c., and determined that the Multi-family PDP does not satisfy these factors and must be denied; and

WHEREAS, the Planning Commission did not approve the Preliminary Plat because it cannot be approved if the Multi-family PDP was not approved.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION FOR THE CITY OF LOVELAND, COLORADO:

Section 1. That the Multi-family PDP for 7.6 acres, more or less, being that portion of the P-49 Kendall Brook Planned Unit Development General Development Plan, more particularly described as follows:

Outlot A, Kendall Brook First Subdivision, City of Loveland, County of Larimer, State of Colorado

is on file in the office of the City's Current Planning Division and is incorporated herein by this reference.

Section 2. That the Multi-family PDP does not meet the requirements of 18.41.050.E.2.a. through c., and including those set forth in Sections 18.41.050.D.4.b. and c., for the reasons set forth below:

a. **Section 18.41.050.D.4.b:** *Whether the proposed development will negatively impact traffic in the area, city utilities, or otherwise have a detrimental impact on property that is in sufficient proximity to the proposed development to be affected by it.*

b. **Section 18.41.050.D.4.c:** *Whether the proposed development will be complementary to and in harmony with existing development and future development plans for the area in which the proposed development is to take place by:*

1. *Incorporating natural physical features into the development design and providing sufficient open spaces considering the type and intensity of use.*

2. *Incorporating site planning techniques that will foster the implementation of the city's master plans, and encourage a land use pattern that will support a balanced transportation system, including auto, bike, and pedestrian traffic, public or mass transit, and the cost effective delivery of other municipal services consistent with adopted plans, policies, and regulations of the city.*

3. *Incorporating physical design features in the development that will provide a transition between the project and adjacent land uses through the provision of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures.*

4. *Incorporating identified environmentally sensitive areas, including but not limited to, wetlands and wildlife corridors, into the project design.*

5. *Incorporating elements of community-wide significance as identified in the town image map.*

6. *Incorporating public facilities or infrastructure, or cash-in-lieu, that are reasonable related to the proposed development so that the proposed development will not negatively impact the levels of service of the city's services and facilities.*

7. *Incorporating an overall plan for the design of the streetscape within the project, including landscaping, auto parking, bicycle and pedestrian circulation, architecture, placement of buildings and street furniture.*

b. Section 18.41.050E.2.c.: *Whether the PDP complies with applicable land use and development regulations in effect as of the date that the GDP was approved except that the PDP can be required to comply with regulations adopted after approval of the GDP if the planning division and the planning commission expressly find that such compliance is necessary to protect public health, safety, and welfare.*

The Planning Commission finds that the proposed development of a 120-unit apartment complex as set forth in the Multi-family PDP will have a detrimental impact on property that is in sufficient proximity to the proposed development to be affected by it and will not be complementary to and in harmony with the existing development and future development plans for the area due to the following: (i) the high density proposed in the Multi-family PDP is incompatible with the low densities of the surrounding development; (ii) the design and configuration of the fifteen eight-plex buildings is not complementary to and in harmony with the existing development; (iii) parking spaces are not well dispersed within the proposed development relative to the fifteen eight-plex buildings and are inconvenient to residents of the proposed development; (iv) if residents and their guests require additional parking spaces, parking may overflow onto streets within the existing development; (v) there is no plan to prevent or mitigate increased vehicular and pedestrian traffic on neighborhood streets within the existing development, leading to potential safety concerns; (vi) outdoor living spaces, including patio areas, are insufficient; (vii) usable open space for residents within the proposed development, including play areas for children, is insufficient; (viii) the proposed development lacks amenities for residents; (ix) the number and location of trash collection bins is insufficient and inconvenient to residents of the proposed development; and (x) there is no place for snow piling within the proposed development, which may lead to a loss of parking spaces and access to buildings and facilities for the residents of the proposed development.

The Planning Commission also finds that the Multi-family PDP does not comply with the GDP with regard to the limitations on building design as applied to the proposed configuration of the fifteen eight-plex buildings.

Section 3. That, for the reasons set forth in Section 2. above, the application for approval of the Multi-family PDP is denied.

Section 4. That the Planning Commission's denial of the application for approval of the Multi-family PDP is required to approve the Preliminary Plat, and therefore the application for the Preliminary Plat is also denied.

Section 5. That as of the date set forth below, this Resolution shall constitute the final decision and the written findings and conclusions of the Planning Commission with respect to the application for approval of the Multi-family PDP and the Preliminary Plat pursuant to Code Section 18.41.050.E.3. Any party in interest as defined in Chapter 18.80 of the City Code may file a written notice of appeal conforming to the requirements of Section 18.41.030 of the City Code with the City's Current Planning Division within ten (10) days of the date of this Resolution.

ADOPTED this 25th day of August, 2014.

PLANNING COMMISSION:

_____

Buddy Meyers, Chairperson

ATTEST:

_____

Planning Commission Secretary

APPROVED AS TO FORM:

Shawn L. Ellis

Assistant City Attorney

City of Loveland

Development Services
Current Planning
500 East Third Street, Suite 310 • Loveland, CO 80537
(970) 962-2523 • Fax (970) 962-2945 • TDD (970) 962-2620
www.cityofloveland.org

Planning Commission Staff Report

August 25, 2014

Agenda #:	**Regular Agenda – Item # 3**
Title:	Mountain Pacific PUD General Development Plan - Amendment #1
Applicant:	A Storage Place Fort Collins, LLC Mountain Pacific FC, LLC
Request:	PUD General Development Plan Amendment #1
Location:	Southeast corner of North Garfield Avenue (Hwy 287) and East 71st Street (CR #30)
Existing Zoning:	Mountain Pacific PUD
Proposed Zoning:	Mountain Pacific PUD – Amendment #1

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 August 25, 2014; and, based on those findings, recommend that Mountain Pacific PUD General Development Plan – Amendment #1 be approved for Mountain Pacific Addition, subject to the conditions in Section IX. of this report, as amended on the record."

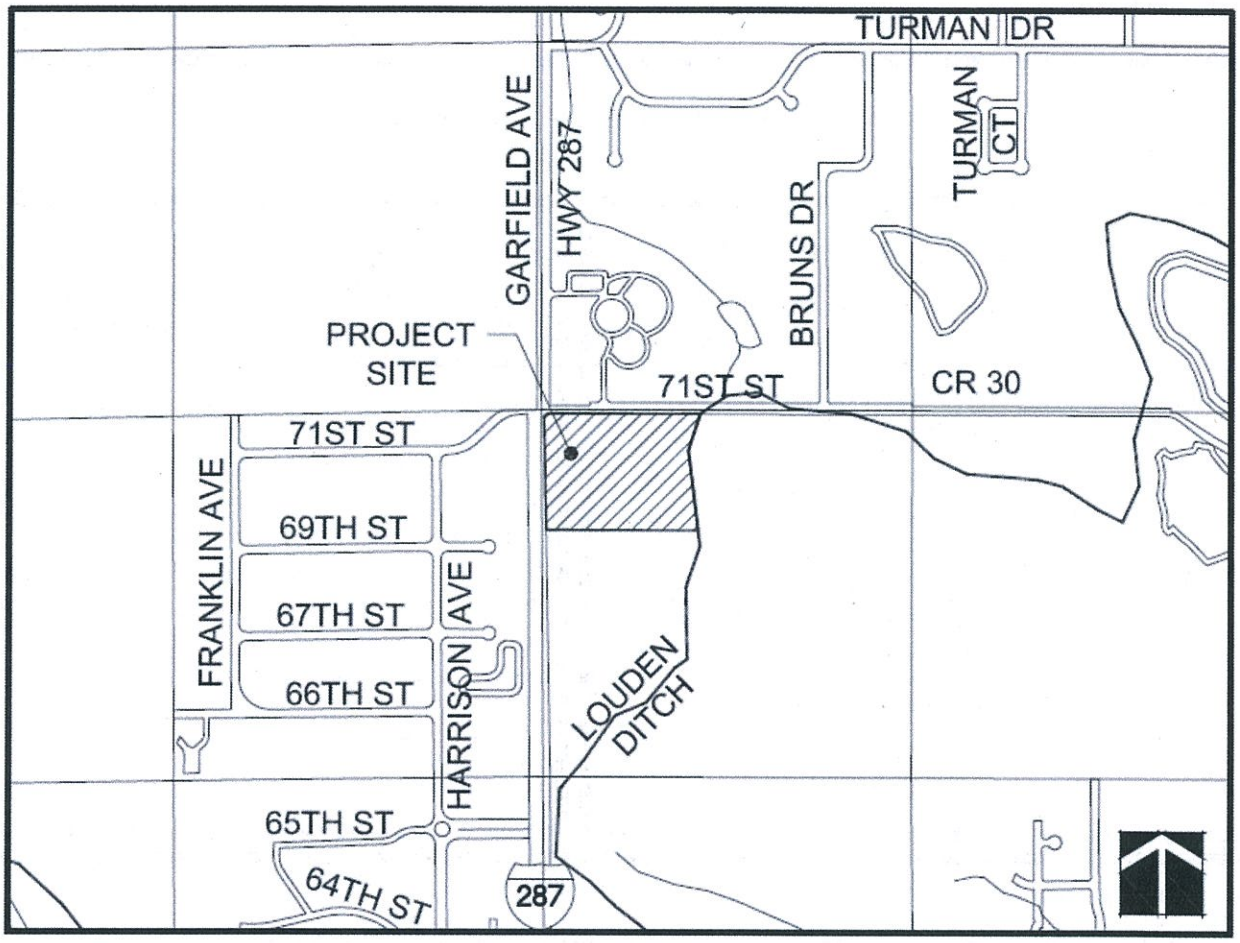
Summary of Analysis:

The Applicant proposes to develop a mix of commercial and light industrial uses on 20.09 acres at the southeast corner of North Garfield Avenue and East 71st Street. The proposal would allow such uses as retail, office, banks, personal service, institutional, educational, assembly/light industrial uses, and enclosed storage. Staff believes that the application demonstrates consistency with all pertinent City policies and requirements. No neighborhood opposition has been expressed.

The application requires a public hearing with the Planning Commission and City Council. Based on all pertinent information and testimony offered at the hearing, the Planning Commission must formulate a recommendation to be forwarded to the City Council for subsequent hearing and final decision. If approved by City Council, the application would constitute a rezoning of the property.

The property is currently zoned Mountain Pacific PUD, subject to the original General Development Plan which was originally approved at time of annexation in 2006. However, the original General Development Plan became invalid because the Applicant did not submit subsequent applications for development within 1year of initial approval. The Applicant has now indicated a clear intention to submit Preliminary and Final Development Plans for Phase 1 of the project immediately following approval of the amended GDP. The site is partially developed with open and enclosed self-storage uses based on approvals from Larimer County prior to annexation in 2006.

I. VICINITY MAP:



II. SUMMARY:

The following abbreviations will be used throughout this report and are being provided to help clarify what each represents:

PUD: Planned Unit Development is a type of zoning that allows for the creation of zoning and design standards that are tailored to a site with this designation. This zoning is unique to a particular site or area, typically described in a development plan. The primary purpose of this zoning is to encourage a mixture of land use opportunities that are well integrated in creating an efficient use of land that is suitable to the site, and both internally and externally compatible.

GDP: General Development Plan establishes the zoning, density/intensity and design standards for a PUD-zoned property. The plan itself is primarily conceptual in nature, meant to provide guidance with respect to locations for different land uses within a PUD. This plan is usually prepared in conjunction with the annexation

of a property as its official zoning document. This plan must be approved by City Council.

PDP: Preliminary Development Plan is typically the initial step, detailing a specific development proposal within a PUD. Its contents are reviewed on the basis of the zoning requirements of the applicable GDP. This plan must be approved by Planning Commission, subject to appeal to City Council.

FDP: Final Development Pan is typically the final step of design preparing for actual construction of one or more uses on the site. Its contents are reviewed on the basis of the zoning requirements of the applicable GDP, the preliminary design that was approved at the PDP stage, and applicable City standards for installation of public improvements. Whenever possible, the City seeks to have the FDP combined with the Site Development Plan which is the first half of the building permit for the site.

TIS: Traffic Impact Study is a study prepared by a traffic engineer to evaluate traffic impacts on a specific development proposal.

ACF: Adequate Community Facilities is a program adopted by the City of Loveland to ensure that community facilities needed to support new development meet or exceed defined levels of service. This includes fire protection, transportation, water, wastewater, stormwater, and power. Actual compliance with ACF criteria is not possible or required for a GDP. However, in order to assure that negative impacts to infra-structure will not occur with the development, it is appropriate to evaluate whether the proposed development can meet ACF criteria.

LMC: Loveland Municipal Code is the collection of adopted City relations, including the zoning and subdivision codes.

ESAR: Environmentally Sensitive Areas Report is a report prepared by a qualified biologist to analyze the natural environment in and around a proposed development site. Its purpose is to identify significant natural features or habitats. Conclusions and recommendations are made as a result of this report and incorporated into the City's review of a development proposal.

FAR: The gross floor area of all buildings or structures on a lot divided by the lot area.

The application proposes to develop the site for a mixed-use commercial/light industrial development, allowing a variety of retail, office, banks, personal service shops, institutional, educational, assembly/light industrial uses and enclosed storage. The property is currently zoned Mountain Pacific PUD, subject to the original General Development Plan which was originally approved at time of annexation in 2006. Subsequent to annexation and zoning, the developer re-platted the property as "Amended Plat of Parcels B and C of Mountain Pacific Addition" to realign the parcel boundaries to accommodate the sub-areas for the PUD phases. However, the original General Development Plan became invalid because the Applicant did not submit subsequent applications for development within 1 year of initial approval. This resulted in in the

original plan becoming null and void. The Applicant has now indicated a clear intention to submit Preliminary and Final Development Plans for Phase 1 of the project immediately following approval of the amended GDP.

The following is a summary of the major aspects of the development proposal, analyzing each with respect to applicable City policies standards.

- **Uses:** The variety of proposed uses is intended to implement the Comprehensive Master Plan recommendations for mixed-use. The proposed uses are also consistent with other development in the area, including the northern portions of Longview-Midway Industrial Park and Wintergreen PUD.

- **Traffic:** The additional traffic generated by this development proposal has been analyzed in a Traffic Impact Study (TIS) (see **Attachment 3**). General conclusions indicate that the transportation system, incorporating the required street improvements, can adequately serve the conceptual land uses proposed. The TIS has also concluded that the City's Adequate Community Facilities (ACF) criteria will be satisfied in order to maintain acceptable levels of service. All future development within the PUD will be required to demonstrate compliance with the Larimer County Urban Area Street Standards (LCUASS) and the Adequate Community Facilities (ACF) Ordinance for transportation. The City's Transportation Development Review staff is in agreement with this conclusion. The specific design for transportation improvements will be designed and reviewed at time of each PDP and FDP.

- **Water/Wastewater:** Water will be provided by the Fort Collins-Loveland Water District. The site is located within the South Fort Collins Sanitation District, however the City of Loveland has shown this area can be served future wastewater service by the City in the current (2010) version of the Wastewater Master Plan. The developer has requested that wastewater facilities be provided by the City. To accomplish this, a wastewater main must be extended from it terminus point (at N Monroe Ave and Meadow Creek Lane, located approximately 3400 lf to the southeast. Off-site easements will be necessary to accommodate this service main from its current terminus to the site. (See **sheet 7 of Attachment 4.**)

- **Fire Access and Circulation:** The Fire Protection Division has reviewed the submitted plans and has indicated that emergency vehicles will access the site from E. 71st Street and the secondary emergency access proposed near the southwest corner of the site, then via drive aisles within the parking areas. At time of PDP specific emergency access routes and connections will be determined to assure adequate emergency access throughout the development. These will be dedicated as internal emergency access easements and will support the ability to maneuver emergency vehicles through the site in a safe and non-circuitous manner.

- **Stormwater Design:** Currently, stormwater run-off for the developed portion of the site flows to an existing detention pond in the northeast corner of the site, while run-off for

the undeveloped portion of the site sheet-flows to the adjacent Louden Ditch. With future development, the additional run-off will be directed into a new stormwater detention pond to be constructed in the southeast portion of the site, designated as "Area E". (See **Sheets 7 and 8 of Attachment 4.**)

- **Density/Intensity:** The density/intensity of a non-residential development is determined by such matters as the FAR, setbacks, landscaped open spaces and bufferyards, and building scale and architecture. Actual FAR cannot be determined until time of site-specific design at PDP. However, Section 18.41.040.B. of the LMC stipulates that FAR for commercial development may not exceed 0.5; FAR for office development may not exceed 4.0 and FAR for industrial development may not exceed 1.0. Compliance with these standards will be required at time of PDP and FDP. Building and parking lot setbacks and landscaped bufferyards along the perimeters of the site are extra wide to reduce the appearance of intensity and support the policy of rural character along these corridors.

- **Setbacks and Building Separation:** The GDP proposes 40-foot building and parking lot setbacks from the west and north perimeters of the site, and 25 feet for all other perimeters. The GDP standards also provide that buildings along the east and north perimeters will be clustered to further contribute to a sense of rural character and openness along these corridors.

- **Site Access and Parking:** Vehicle access will be provided from East 71st Street and a future street connection from the south. At time of annexation, additional street right-of-way was dedicated along the east side of North Garfield Avenue and the south side of East 71st Street for required future street improvements. No access will be allowed from N. Garfield except for the secondary emergency access shown on the GDP site plan.

  Off-street parking will be provided as set forth in the LMC. Provision of interior parking lot landscape and parking lot screening will automatically be required as set forth in the LMC.

- **Architecture:** Site, architectural requirements are included to assure a quality development that will be compatible with other existing and future developments in the North Garfield corridor. The standards in the GDP are somewhat distinct for the different sub-areas within the overall site. This allows two slightly unique but appropriate characters in the sub-areas. The higher quality architecture will be most visible to the adjacent major streets to provide a quality image along these corridors. Building heights are proposed as 40 feet, matching the normal requirement in the LMC.

- **Landscaping and Open Space:** A Type C bufferyard will be provided along N. Garfield Avenue, with street trees, landscaped berms and a meandering public sidewalk. This bufferyard will have greater than normal width to provide a sense of openness and rural character along the corridor. A Type B bufferyard will be provided along East 71st Street, also with street trees landscaped berms, and a meandering public sidewalk.

III. KEY ISSUES:

Key issues such as points of vehicular access, street improvements and phasing, off-site utility connections and phasing, special setbacks of buildings and parking lots from adjacent streets, architecture of buildings, and screening of unsightly areas have been identified through the review process. Staff believes that, with adoption of the recommended conditions, all identified issues will be adequately resolved, assuring a quality and appropriate development for the site and the immediate area. No neighborhood opposition or objection has been expressed.

IV. ATTACHMENTS:

1. GDP Narrative
2. Applicant's proposed GDP findings
3. Excerpts from TIS, prepared by Matt Delich, P.E.
4. Mountain Pacific Addition PUD General Development Plan – Amendment #1
5. Mountain Pacific Addition PUD General Development Plan (Original - for information purposes only)
6. Mountain Pacific Addition annexation map (for information purposes only)
7. Final Plat of Amended Plat of Parcels B and C of Mountain Pacific Addition (for information purposes only)

V. SITE DATA:

ACREAGE OF SITE - GROSS	20.09 ACRES
ACREAGE OF SITE - NET	20.09 ACRES
ACREAGE OF SITE - RIGHT-OF-WAY	NA
PERCENT(%) OPEN SPACE PROPOSED	APPROX 15%
NUMBER OF LOTS PROPOSED	NA
NUMBER OF DWELL UNITS PROPOSED	NA
NUMBER OF DWELL UNITS EXISTING	1 SF
LOT/TRACT SIZE MINIMUM	NA
LOT/TRACT SIZE MAXIMUM	NA
LOT/TRACT SIZE AVERAGE	NA
GROSS DENSITY (DU/A)	NA
NET DENSITY (DU/A)	NA
EXISTING ZONING AREA (ACRES)	MOUNTAIN PACIFIC PUD; 20.09 ACRES
PROPOSED ZONING AREA (ACRES)	MOUNTAIN PACIFIC PUD – AMENDMENT #1; 20.09 ACRES
EXISTING USE	MINI-STORAGE FACILITY/VACANT
PROPOSED USE	COMMERCIAL MIXED-USE PUD
EXIST ADJ ZONING & USE - EAST	LARCO-C; VACANT/SCHOOL SITE
EXIST ADJ ZONING & USE - NORTH	LARCO-FA1; CEMETARY/CHURCH
EXIST ADJ ZONING & USE - SOUTH	LARCO-C; MIXED COMMERCIAL
EXIST ADJ ZONING & USE - WEST	I; MIXED LIGHT INDUSTRIAL/COMMERCIAL
NON-RES CONST FLOOR AREA RATIO	NA
NON-RES BLDG AREA(SF) PROPOSED	NA
UTILITY SERVICE - SEWER	SOUTH FC SAN DIST./PRIVATE SEPTIC SYSTEM
UTILITY SERVICE - ELECTRIC	CITY OF LOVELAND
UTILITY SERVICE - WATER	FC/ LOVELAND WATER DIST

VI. BACKGROUND:

The site has been used for both enclosed and open self-storage, under approvals from Larimer County prior to annexation. Much of the site is still vacant and available for the further development proposed by the GDP. The annexation and original PUD General Development Plan were approved in 2006. The original plan proposed a mixed-use commercial/light industrial development, allowing a variety of retail, office, banks, personal service shops, institutional, educational, assembly/light industrial uses, enclosed storage, gas station/convenience store and limited accessory dwellings. See **Attachment 5**) Subsequent to annexation and zoning, the developer also replatted the property as "Amended Plat of Parcels B and C of Mountain Pacific Addition", realigning the parcel perimeters to accommodate the sub-areas provided for the PUD phases. (See **Attachment 7**) However, the developer did not submit an application for a Preliminary Development Plan within one year of the date of GDP approval. This resulted in in the original plan automatically becoming null and void, as stipulated in the LMC. The developer has expressed a specific intent to submit a Preliminary Development Plan and Final Development Plan for Phase 1 immediately upon approval of the amended GDP.

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 August 9, 2014. All notices stated that a public hearing would be held by the Planning Commission on August 25, 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. Two 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:

Traffic impacts to local streets

Response: Phased street improvements will be installed, assuring that streets meet City standards.

Safety concerns related to alcohol consumption in eating and drinking place

Response: Impaired driving will be handled by law enforcement the same as anywhere else in the City.

Building heights for Area D

Response: 40 feet.

Are crematoriums included in proposed uses?

Response: No.

Size of the detention pond

Response: 1.039 acres

The meeting was adjourned at approximately 7:10 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.

A. City Utilities and Services

1. Loveland Comprehensive Master Plan

a. Section 4.2-Annexation, Growth Management and Land Uses:

(i.) *The proposed development permitted under the GDP will minimize the short and long term costs of providing community services and facilities for the property.*

2. Municipal Code:

a. Section 18.41.050.D.4:

(i) *Development permitted under the GDP will not have negative impacts on City utilities. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff to recommend either disapproval of the GDP or reasonable conditions designed to mitigate the negative impacts.*

(ii) *Development permitted under the GDP will be complementary to and in harmony with existing development and future development plans for the area in which the GDP is located by incorporating public facilities or infrastructure, or cash-in-lieu, that are reasonably related to the proposed development so that the proposed development will not negatively impact the levels of service of the City's services and facilities.*

Water/Wastewater: Regarding water, the existing facility located on the site is served water from the Fort Collins-Loveland Water District. The proposed development as shown on the GDP shows future water service from the Fort Collins-Loveland Water District for the proposed development. The City has no concerns regarding future water service from the Fort Collins-Loveland Water District to serve any phases of the future development.

Regarding wastewater, the existing facility located on the site has a private on-site septic system. The site is located within the South Fort Collins Sanitation District per the current North Front Range Water Quality Planning Association map; however the City of Loveland has shown this area can be served future wastewater service by the City in the current (2010) version of the Wastewater Master Plan. The proposed development as shown on the GDP shows future wastewater service connection to the City of Loveland.

The City can facilitate a future wastewater service connection from the proposed development; however to provide future wastewater service to this site the existing City wastewater main will need to be extended from it terminus point (at N Monroe Ave and Meadow Creek Lane, this extension called the N. Monroe Trunk) to the development, several thousand feet.

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

1. Proposed stormwater facilities will adequately detain and release stormwater runoff in a manner that will eliminate off-site impacts.

2. When designed and constructed, the development will not negatively affect City storm drainage utilities.

Fire: Fire: Staff believes that this finding can be met, due to the following:

1. The development site will comply with the requirements in the ACF Ordinance for response distance requirements from the first due Engine Company.

2. The Mountain Pacific PUD will not negatively impact fire protection for the subject development or surrounding properties.

Power: 200 amp underground 3 phase power is available on the west side of North Garfield Avenue (US Hwy 287). Power will be extended on to proposed site at the Developer's expense from the vault located in the southwest corner of Garfield and West 71st Street.

The existing electric facilities are sufficient for the proposed use. The proposed development will not negatively impact City utilities.

B. Transportation

1. Loveland Comprehensive Master Plan

a. Section 4.2 - Annexation, Growth Management and Land Uses:

(i) *The development will minimize the length of vehicle trips generated by development.*

b. Section 4.2 - Commercial Land Uses:

(i)*The size and location of the development is in keeping with the road capacities and land use context in which they are located.*

2. Loveland Municipal Code

a. Section 18.41.050.D.4(b): *Development permitted under the zoning established by the GDP will not have negative impacts on traffic in the area. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff to recommend either disapproval of the GDP or reasonable conditions designed to mitigate the negative impacts. Negative traffic impacts are defined in Section 4.3.C. of the City's Traffic Impact Study Guidelines and Policy. In general, a significant impact exists when one or more of the following situations occur:*

(i) T*he traffic exceeds the maximum traffic volumes allowed for the specific classes of roadways; or*

(ii) *When the new project traffic causes an excessive delay at an intersection; or*

(iii) *When the maximum allowable traffic volume will be exceeded by the background traffic and the new project traffic causes more than a 2% increase in the volume; or*
(iv) *When the intersection delay created by the background traffic exceeds the allowable maximum and the new project traffic will increase the delay by more than 2%.*

PW-Transportation: A Traffic Impact Study (TIS) has been submitted with the GDP Amendment which demonstrates that the transportation system, incorporating the required street improvements, can adequately serve the conceptual land uses proposed. (See **Attachment # 3**.) All future development applications within this area are required to demonstrate compliance with the Larimer County Urban Area Street Standards (LCUASS) and the Adequate Community Facilities (ACF) Ordinance for transportation. Therefore subject to the conditions of approval, this development will not negatively impact traffic in the area.

C. Land Use:

1. Loveland Comprehensive Master Plan

a. Section 4.2 Annexation, Growth Management and Land Uses:

(i) *The development encourages infill development, is contiguous to other land in the City that is already receiving City services, and is not leap-frog or scattered-site development.*
(ii) *The development will encourage a compact pattern of development.*

b. Section 4.2 Commercial and Office Land Uses:

(i) *The intensity of commercial development allowed by the zoning is in scale with the neighborhood context and architectural and site planning standards have been incorporated into the plan to blend with the surrounding context and to require: the dispersal of parking into small, heavily landscaped lots, located to not dominate the public image of the site along main roads leading to it; and safe and convenient pedestrian connections between residential and commercial centers that integrate the connections into an attractive public environment, as opposed to merely designing pathways past service areas or parking lots.*
(ii) *The development will provide for comprehensive criteria for development, including but not limited to location, service and employment characteristics, height of buildings, open space ratios, and floor area ratios.*
(iii) *The development discourages strip commercial development, prevents traffic congestion and encroachment into residential neighborhoods and incorporates transitional land uses, such as linear greenbelts or other urban design elements, between residential and commercial areas.*

c. Section 4.2 - Major Arterial Corridors:

(i) *The development is designed in a manner that promotes a positive and attractive image including entry features that convey a distinctive and positive image, beautification of the streetscape with landscaping, public art and other pedestrian enhancements such as pocket parks and plazas, and design standards that are tailored to the existing conditions and character of the corridor.*

Current Planning Division: The site is across the street from Longview-Midway Industrial Park. The site is at the northern edge of the Growth Management Area, and will provide a quality development along this corridor and entry to the City.

All development on the site will be governed by the standards of the GDP, as well as all applicable City codes and standards. Staff believes that, based on those combined standards, the intensity of this proposed commercial development will be in scale with the neighborhood context, based on existing and future developments for the area. Along both adjacent streets, the GDP requires a 40 ft. building setback and a 25 foot parking lot setback. These standards support the goal of providing a sense of openness along these corridors. Architectural requirements for building materials and elements will lend a rural appearance to buildings, and, along with required landscape and open space, will implement a visual transition between more intense commercial uses and buildings to the west. The depth and configuration of the site, as well as the access control, will discourage strip commercial development. Staff believes that the GDP standards, along with the recommended conditions, will result in quality urban design. The GDP includes standards for edge treatments and minimum open space. The minimum open space proposed for the PUD is only 10%, which is commensurate with the minimum open space in the B-Developing Business Zone. Typically, compliance with minimum landscape standards results in an open space more in the range of 15%-20%.

d. Section 5.0 - Community Design Objectives:

(i) *The development will be consistent with the design elements set forth in the City of Loveland Community Design, including creating neighborhoods, ecological responsibility, streetscape, neighborhood aesthetics, pedestrian and bike ways, open spaces, historical preservation and maintenance.*

Current Planning Division: The primary focus of Section 5 of the Comprehensive Plan is to describe the values of building quality neighborhoods in the City and the important elements and relationships necessary for achieving quality neighborhoods. Both residential and non-residential uses are important in achieving a good neighborhood, including employment opportunities and opportunity to find goods and services. Staff believes that approval of the Mountain Pacific General Development Plan – Amendment #1, and the quality of development that it predicts, will result in development that will be a valuable component in a quality neighborhood in this sector of the City.

e. Section 4.7 - Land Use Plan: *Whether the rezoning is consistent with the Loveland Comprehensive Plan Land Use Plan, or a "major plan amendment" request is being processed concurrently with the application.*

Current Planning Division: The Comprehensive Plan designates the site as part of the Fort Collins/Loveland Corridor Area, to be developed under the policies and recommendations of the "The Plan for the Region Between Fort Collins and Loveland." This site lies within the northwest quadrant of Sub-area # 11. The preferred and alternate scenarios for this Sub-area is for "mixed uses". The design policies to be implemented are to 1.) Preserve a sense of openness/open views along Hwy 287; 2.) Maintain rural character along CR 30; 3.) Provide "generous setbacks" along major arterials. No definition or guideline is provided in the Plan for the intent or meaning of "generous setbacks" or "rural character". Staff believes that the minimum setback of 40 feet from Hwy 287 and CR 30, and the architectural and landscape elements proposed in the GDP, are appropriate measures to implement the policies of the Plan and acceptable for the size and character of the site. The proposed mixture of land uses is also

appropriate to implement the intent of mixed-use, especially in light of the existing and developing land use patterns in the vicinity.

2. Loveland Municipal Code

a. Section 18.41.050.D.4 (a):

The general development plan conforms to the requirements of Chapter 18.41 of the LMC, to the City master plans and to any applicable area plans.

Current Planning Division: The application has been reviewed under the requirements and criteria of Chapter 18.41 of the LMC, as well as all other pertinent portions of the City codes and policies. Staff believes that the Mountain Pacific GDP conforms to the requirements of the chapter.

b. Section 18.41.050.D.4(b):

Development permitted under the GDP will not have detrimental impacts on property that is in sufficient proximity to the site to be affected by it. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff recommend either disapproval of *the GDP or reasonable conditions designed to mitigate the negative impacts.*

Current Planning Division: Staff believes that the proposed uses and development standards proposed by the Mountain Pacific PUD will not result in negative impacts to other properties that are in proximity to this site. Overall quality of design will be provided by the standards in the GDP and applicable normal City codes. The land uses are consistent with the recommendations of the Land Use Plan, and are also consistent with good urban planning for a well-balanced land use pattern in this vicinity.

c. Section 18.41.050.D.4(c): *Whether development permitted under the GDP will be complementary to and in harmony with existing development and future development plans for the area in which the GDP is located by:*

(i) *Incorporating natural physical features into the GDP design and providing sufficient open spaces considering the type and intensity of proposed land uses.*

(ii) *Incorporating site planning techniques that will foster the implementation of the Loveland Comprehensive Master Plan.*

(iii) *Incorporating physical design features that will provide a transition between the project and adjacent land uses through the provisions of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures.*

(iv) *Incorporating an overall plan for the design of the streetscape within the project, including landscaping, auto parking, bicycle and pedestrian circulation, architecture, placement of buildings and street furniture.*

Current Planning Division: Staff believes that the Mountain Pacific PUD will be complementary to and in harmony with existing development. This area is developing with a mix of commercial and light industrial land uses. New residential development will occur within, and west of, Wintergreen PUD. New residential uses are also developing to the east and southeast in

Larimer County. The Land Use Plan recommends that substantial residential development should occur on land more immediate to Mountain Pacific PUD, to the south and southeast. These other lands are also within the Growth Management Area boundary, and will eventually be annexed and developed at urban levels in the City.

The only existing natural physical features related to this site is a stretch of the Louden Ditch that lies along the eastern perimeter of this site. The location, design and enhancement of the detention pond in the southeast corner of the site, as well as the required screening of the outdoor storage elements of this GDP, will support the value of the ditch and assure that uses on the site will not detract from the public value, should it ever be used for either private or public trail purposes. The proposed minimum open space, landscape and bufferyards, and minimum setbacks will provide sufficient open spaces considering the type and intensity of proposed land uses. The GDP incorporates site planning techniques that will foster the implementation of the Loveland Comprehensive Master Plan. The GDP incorporates physical design features that will provide a transition between the project and adjacent land uses through the provisions of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures. The GDP includes appropriate standards for the design of the streetscape, parking, bicycle and pedestrian circulation, architecture, and placement of buildings.

D. Environmental Impacts

1. **Loveland Comprehensive Master Plan**
   a. **Section 4.2 - Open Space, Natural Areas, and Other Significant Lands:** *The GDP includes an assessment of natural areas and other significant areas on the property and other areas impacted by development allowed by the GDP.*
2. **Loveland Municipal Code, Section 18.41.050.D.4.c.(iv.):** *The GDP incorporates environmentally sensitive areas into the project design. Environmentally sensitive areas include, but are not limited to, wetlands, wildlife habitat and corridors, slopes in excess of 20%, floodplain, soils classified as having high water table, stream corridors, and mature stands of vegetation.*

Current Planning Division: An Environmentally Sensitive Areas Report (ESAR), prepared by Eric Berg of Wildland Consultants, Inc., was submitted with the original GDP, and was reviewed again for this amendment. The report indicated that the site is dominated primarily by weedy vegetation, with no habitat or wildlife corridor value. The report also indicates that there is a small non-jurisdictional wetland area, approximately 200 sq. ft. in size, apparently formed by a small ground depression that gathers run-off. The report indicates that the Louden Ditch provides a wildlife corridor, dominated by native and introduced grasses and forbs, and apparently subjected to burning on a regular basis. The report indicates one existing cottonwood along the ditch, but no significant shrub cover, therefore it is not a likely location for Preble's Meadow Jumping Mouse, nor the Ute Ladies' Tresses Orchid or Colorado Butterfly Plant. No negative impact to environmentally sensitive areas is anticipated by the proposed development.

A Phase I Environmental Assessment, prepared by Clayton Group Services, Inc., was submitted was submitted with the original GDP, and was also reviewed again for this amendment. The report indicated that there are no environmental hazards on, or near, the site.

I. Mineral Extraction

Colorado Revised Statute: The proposed location and the use of the land, and the conditions under which it will be developed, will not interfere with the present or future extraction of a commercial mineral deposit underlying the surface of the land, as defined by CRS 34-1-3021 (1) as amended.

Current Planning: A mineral extraction report was submitted was submitted with the original GDP, and was reviewed again for this amendment. The report indicates that, on the basis of the Sand and Gravel Atlas published by Colorado Geological Services, no economically viable mineral deposits lie beneath this site. Based on recent amendments to state statute, no written notice of the application or public hearing is required.

IX. RECOMMENDED CONDITIONS:

City Staff recommends the following conditions to be adopted by the Planning Commission as part of the approval of the application.

Current Planning:

1. Before issuance of a Certificate of Occupancy by the City, the Developer shall install all other private improvements or amenities, such as private walks, fences, walls, etc. as shown on the approved plans, unless financial security is filed by the Developer with the City to assure installation at a later date acceptable to the City.
2. For purposes of implementation of the City sign code, this property shall be deemed to be a single premise. The first PDP application shall include, or be accompanied by, a preliminary proposed Planned Sign Program for the entire premise, The First FDP shall include, or be accompanied by, a final Planned Sign Program for the entire premise.

3. The landscape buffer along the eastern perimeter of Area B will emphasize use of dense evergreens and species that are suitable for the natural area along the adjacent ditch.

4. The minimum open space standard for Areas D and C shall be satisfied exclusive of any required landscape bufferyard, parking lot screening, or internal parking lot landscape, as set forth in the City of Loveland Site Development Performance Standards and Guidelines and the approved GDP.

5. All areas landscaped with grass or sod shall use types of grass that are drought-tolerant and require limited irrigation.

PW-Transportation:

6. All future development within this General Development Plan (GDP) shall comply with the Larimer County Urban Area Street Standards (LCUASS) and the Transportation Plan and any updates to either in effect at the time of a site specific development application.

7. Street layouts, street alignments, access locations, intersection configurations and intersection operations (traffic controls) shall be determined at the time of application for site specific development.

8. The owner shall dedicate to the City, at no cost to the City, right-of-way for all street facilities adjacent to, or within, this property that are shown on the adopted Transportation Plan.

9. The developer agrees to acquire, at no cost to the City, any off-site street right-of-way necessary for mitigation improvements. Prior to the approval of any site specific development applications within this addition, the developer shall submit documentation satisfactory to the City, establishing the developer's unrestricted ability to acquire sufficient public right-of-way for the construction and maintenance of any required street improvements to both adjacent and off-site streets.

10. The ultimate roadway improvements including: curb, gutter, pavement widening, striping, and sidewalk, adjacent to the property for US 287 and 71st Street shall be designed and constructed by the developer, unless designed and constructed by others. The timing and detailed scope of these improvements will be per the phasing shown in the approved GDP.

Water/Wastewater:

11. Prior to approval of any PDP phase that requires the construction of the off-site wastewater main the developer shall provide a Wastewater Impact Demand Analysis report and preliminary Public Improvement Construction Plans for the wastewater main from the present terminus point in N Monroe Ave to the development.

12. Prior to approval of any PDP phase that requires the construction of the off-site wastewater main the developer shall provide legal documentation demonstrating their ability to obtain all necessary off-site easements without any restrictions and at no cost to the City. The form of this document shall be reviewed by the City and shall be fully executed, signed by the developer and each property owner of record over which the off-site easements are located.

13. Prior to approval of any FDP phase that requires the construction of the off-site wastewater main the developer shall provide all necessary executed off-site Grant of Utility Easements for recordation and final Public Improvements Construction Plans for the wastewater main from the present terminus point in N Monroe Ave to the development.

14. Prior to approval of any building permits within Phase Three (C) or Phase Four (D) as shown on the GDP, the developer shall, if not previously constructed by others, design and construct a public wastewater main from the present terminus point in N. Monroe Ave to the development.

PROJECT NARRATIVE

1. Introduction

Mountain Pacific PUD is located on the southeast corner of State Highway 287 and W. 71st Street. There is currently an enclosed self-storage facility and Management Office in operation on site. A memorial garden, funeral home and church are located to the North of the property. A Landscape Material business is located to the South of the property. State Highway 287 borders the west property line, and the Louden Ditch borders the east property line. There is a large vacant parcel of land just east of the Louden Ditch that is currently owned by the Thompson R2J School District.

2. Purpose of the Project and Overall Design Concept

The purpose of the Mountain Pacific General Development Plan is to meet market demands for self- storage, light-industrial - flex facilities and Commercial-Retail development.

The development of the site is planned to offer a variety of retail, commercial, and industrial uses within a close proximity of one another. The mixture of uses will provide regional employment opportunities and services. This development plan satisfies the Loveland Comprehensive Plan and the Plan for the Area Between Fort Collins and Loveland. The design intent is to provide a variety of commercial services and employment opportunities while keeping an overall rural character. Arterial frontage setbacks, non-formal landscape treatments and "rural rustic" architectural standards are provided to best encourage a more rural setting. Adjacent properties will be able to enjoy easy access to employment, services and retail uses. The intended street treatment will provide a consistent and pleasant environment for auto, bike and pedestrian uses within the site. The proposed uses are oriented to have compatible activity adjacent to each other and to create landscape and spatial separations when the uses might have conflicts. Landscape treatment setbacks will be incorporated into the perimeters of the site to soften arterial street impacts and to buffer the surrounding uses from the site.

3. Land Use

a. Overall Concept:

The overall development design concept capitalizes on major arterial frontage for the placement of commercial-retail uses. The plan allows for the further expansion of existing self-storage uses, and creates a light industrial campus on the south east side of the property where buildings are easily accessed yet less visible from the public. A stormwater detention pond is placed at a logical location on the southeast section of the site where it can drain into the Louden Ditch while creating a natural buffer between the light industrial uses and adjacent properties.

b. Categories:

General land use categories include self-storage, light industrial/flex uses, and commercial uses. Specific uses are identified on the Land Use Table associated with the Land Use Map on sheet 3 of 7.

c. Distribution:

Distribution of land use includes retail-commercial uses along the west portion of the property along the State Highway 287 frontage. Self-Storage will remain on the eastern portion of the property. There is

ample area to expand the business with the construction of additional storage buildings and administration office expansion. The south portion of the site is designated for a light industrial/flex campus.

d. Intensity (FAR):

Floor area ratios for the various land use areas are provided on the Land Use Table on Sheet 3 of 7. In general floor areas will be approximately .3 for the self-storage uses, .2 for the Industrial/flex uses, and .3 for the commercial-retail uses.

4. Circulation

a. Overall concept (Arterial - Major Collectors):

The subject property has approximately 900' of frontage along the east side of the State Highway 287 corridor, which is considered a 6-lane arterial in the Loveland Transportation Master Plan. Additional right of way was dedicated in the Amended Plat of Parcels B and C, Mountain Pacific First Addition, to allow for a 70' half right of way, as required.

The property has approximately 930' of frontage along the south side of Larimer County Road 30 (71st Street). This roadway is considered a major collector in the Loveland Transportation Master Plan. Additional right of way was dedicated previously to provide for a 40' half right-of-way along this frontage.

b. Circulation components are shown on the Land Use Plan, sheet 5 . The following is a written description identifying policies:

i. Vehicular circulation interior to the site will have primary access from 71st Street. Access points will align with existing drive-way access on the north side of 71st Street. An emergency-only access will be provided on the south side of the property as shown on the plan. Interior circulation will be dedicated as a private access drive, and will be owned and maintained by the Owner's association. A typical cross section is provided on sheet 4. There will be 2-15' drive isles with a 5' detached pedestrian walk on at least one side of the private drive.

ii. Pedestrian circulation will consist of a continuous network within the commercial-retail and light-industrial portions of the site. As construction occurs on the western portion of the site, sidewalk connectivity shall be provided between the State Highway 287 frontage and the walk associated with the internal private drive. Each new site development plan shall include at least one 5' wide connecting concrete walk between the western frontage walk and the private drive walk, as shown conceptually in the land use plan.

iii. Public Transportation: There are no public transportation stops located within the subject property.

c. Performance standards for arterial collector and local streets:

The western frontage of the property faces State Highway 287, a major arterial. Total half-right of way, per LCUASS is 70', and has been dedicated per the Amended Plat of Parcels B and C, Mountain Pacific First Addition. Ultimate construction of the State Highway 287 will include 3-12' travel lanes, a 7' bike lane, curb, gutter, 10' parkway and 6' detached meandering walk.

The northern frontage of the property faces County Road 30, aka 71st Street, a major collector. The total 80' right of way, per LCUASS, is 80'. The south 40' has been dedicated appropriately per the Amended Plat of Parcel B and C Mountain Pacific First Addition. Ultimate construction will include 2-12' travel lanes, 7' bike lane, 6' parkway, and 5' detached meandering walk.

Typical street sections are shown on sheet 4 along with a typical section for the private drive that is planned for internal circulation.

5. **Public and private Utilities** (main trunk lines location, size)

a. Water:

The Mountain Pacific site is located within the Fort Collins/Loveland Water District. There is an existing water main (12") located in County Road 30. There is also an existing 6" water main stubbed into the westerly portion of the site, terminated with a hydrant. An 8" main will be looped through the site will provide both domestic water service and fire protection for the intended uses shown in this GDP. Hydrants will be spaced according to the current Fire District standards.

b. Sewer:

Currently the existing storage facility on this site is not serviced by sanitary sewer. The existing structures are currently served by an onsite septic system. The Mountain Pacific site is currently located within the City of Loveland service area boundary. It is located in a service basin (E01) that is served by a 12" PVC via the N. Monroe Trunk line. The wastewater line extension would be approximately 5,780 feet in length. An alternative would be to bring the sewer line from an 8" PVC in basin E02. This would require 5,000 feet of sewer line and a cross-basin capaCity analysis to determine the viability of this alternative.

Sewer line extensions will accompany the development of plan area C. See sheet 5 for a description of development phasing.

c. Storm Drainage:

The Mountain Pacific site historically drains into the adjacent Louden Ditch, located along the east property line. The existing storage facility on this site drains into an existing detention pond, which outfalls to the Louden Ditch. The proposed Mountain Pacific Site will also be required to detain flows and will outfall to the Louden Ditch. Water quality capture volume will also be provided within proposed detention facilities. Based on a previous conceptual drainage report done for the site in 2003, the Louden Ditch will accept the historic 2-year flow rate from the site, which will be the design criteria for the proposed detention facilities. The two existing detention facilities will be utilized for the proposed site, and will be retrofitted to be in compliance with current City of Loveland standards.

d. Electric:

Electric service will be provided by the City of Loveland. Primary power can be extended to the proposed development site from a vault located on the west side of Garfield near the intersection. An additional vault will be required across from the southwest corner of the development site in order to provide an electrical loop through the proposed development.

e. Gas: Excel Energy

f. Telephone: Qwest

g. Irrigation Ditches:

The Louden Ditch borders the site along the east boundary. A previous plat included a note indicating a 50' implied easement from the center line of the ditch along the entire boundary of the property. It is understood that stormwater will be released into the ditch, as described above.

6. Public Facilities Providers

a. Police: City of Loveland

b. Fire: City of Loveland

c. Schools: Thompson School District R2-J

d. Parks and Open Space: City of Loveland

e. Waste Water: City of Loveland

7. Landscaping, Fencing and Walls

a. Overall Concept: Landscape treatments shall meet the requirements of the City of Loveland Municipal Code, the City of Loveland Site Development Performance Standards and the "Plan for the Region between Fort Collins and Loveland". The intent is to provide a native, rural appearance using drought resistant groupings of trees, shrubs and grasses rather than a more formal arrangement of street trees and irrigated turf that would be expected closer to Downtown.

b. Edge Treatment: Landscape buffer yards shall be incorporated into site development plans to separate uses that are dissimilar. The east edge along the Louden Ditch shall be landscaped using native seed, shrub and tree species to best preserve the native character of the ditch and transition disturbed areas into the development portions of the site that are adjacent to the Ditch.

c. Arterial Streetscape: Landscape treatments along the State Highway 287 corridor on the west side of the property shall be landscaped using 3-5' high berms (when space is available) with shrub and tree hedges to screen parking. Landscape boulder retaining walls may be used to obtain 5' tall berms intermittently along the frontage and should be incorporated into the flow of the drifting berms. Informal groupings of trees and drifts of shrubs, naturalized grasses and wildflowers shall be used to establish "rural' character.

d. Collector Streetscape: Canopy trees, ornamental trees and evergreen trees shall be grouped in clusters along the parkway to screen the roadway edge and the sidewalk in order to convey a more naturalized - "rural" character landscape. Landscape treatments behind the walk shall be more native in character, using informal drifts of shrubs and native grasses.

e. Walls and Trash Enclosures: Only quality walls shall be allowed along the public streets. No trash enclosures shall be visible along the PUD perimeters from the public streets.

8. **Architectural standards, guidelines, typical building elevations, actual building elevations**

The following standards and guidelines are to be generally implemented in addition to the provisions set forth in the City of Loveland Zoning Ordinance as well as the City of Loveland Site Development Performance Standards and Guidelines. The overall architectural theme shall represent a "rural rustic" character in keeping with the intent of the Loveland Comprehensive Plan, which is to provide consistency with the "Plan for the Region between Fort Collins and Loveland."

Commercial Retail Architectural Standards and Guidelines:

The following architectural standards and guidelines apply to area D on the land use plan.

a. Building Placement/Orientation:

i. Buildings in Area D shall be placed at least 40' behind the west property line. Clustered building placement of buildings is encouraged to allow view corridors along the site frontage.

ii. Buildings shall be placed between the State Highway 287 frontage and the parking lots where ever possible.

b. Design Compatibility:

i. While each building shall reflect the "rural rustic" character as described below, individual buildings can be unique in terms of color, materials, fenestration, roof lines and other architectural features. Variation between the buildings will provide visual interest and easy recognition by the general public.

ii. Prototypical or franchise architectural designs may be required to be modified to meet these architectural standards. Changes to prototypical franchise styles to meet these standards may include, but not limited to modifications to roofs, windows, doors, building mass, materials, colors, placement of architectural features and details, etc. Franchise architectural styles found to meet these standards will not require any modification

c. Building Form/Mass:

i. Vertically each building shall be articulated such that its mass is broken up into three distinct sections: a base which serves as an anchoring element, a middle which provides transparency and an top which terminates the building.

ii. Variation in massing is important to avoid large uninterrupted planes and shall be related to the integral structure, organization of interior spaces and building openings.

d. Facade Treatments:

i. Facades shall be articulated such that they provide sufficient visual interest and must be distinctly rural or rustic in character. Large uninterrupted expanses shall be avoided. Changes in plane, changes in material texture and color, and various building elements shall be used to subdivide facades into human scale proportions. Elements that may be used include but are not limited to the following: horizontal ledges or sills, glazing, awnings, shades, porticos, trellises, columns, and

exposed timer beams. The design elements shall be evocative of vernacular mountain and agricultural architecture. See photographs to the right.

ii. Buildings shall exhibit 360° architecture where all sides of the building have a high level of architectural detail and style.

e. Materials:

i. Buildings shall incorporate variation in building materials on predominant exterior walls that are visible from the roadways or frontages. The area of windows and doors, including overhead doors, shall be excluded from the wall area calculation for the following standards:

ii.a A minimum of two (2) types of materials distinctly different in texture or pattern shall be employed, at least one of which shall be natural/synthetic stone, or brick or other form of masonry, with each of the required materials covering at least twenty-five percent (25%) of the facade. Other allowable materials include horizontal/vertical hardboard siding, horizontal/vertical wood siding, natural/synthetic stucco, plaster, trim board accents, wood beams, metal and decorative concrete. Many of the materials used shall be highly textured and rugged in order to express a rural or rustic character, see photographs to the right. Note: Alternatives to these standards may be considered in order to further the purpose of maintaining a rural character on the site.

iii.b Colors are to stay within a palette of neutral or earth tones. While bold colors may be used they shall seek to achieve overall harmony.

f. Building openings:

i. Buildings shall provide engaging storefronts with primary building entrances that are oriented towards a parking area or major pedestrian way.

i.a. Primary public entrances shall be clearly defined and recessed and projected or framed by elements such as awnings, arcades, porticos or other architectural features. A high level of detail shall be used in the design of these elements to emphasize the rural or rustic character of the site. See photographs to the right.

ii. The following are suggested treatments that may be used:

ii.a. Canopies or awnings over at least thirty percent (30%) of the openings of the building; or

ii.b. Covered walkways, porticos and/or arcades covering at least thirty percent (30%) of the horizontal length of the front façade; or

ii.c. Raised cornice parapets over the entries.

g. Roof Treatments:

i. There shall be changes in roof lines, including the use of stepped roof heights, a combination of flat and sloped roofs, or pitched roofs, or parapets with at least two roof line elevation changes.

Overhanging eaves shall extend at least 2 feet past supporting walls. Flat roofs must have cornice parapets or a capstone finish

ii. The use of exposed beams are encouraged and shall be employed in a meaningful way, particularly in the gables and along the roof lines in order to add to the rural-rustic character of the building.

h. Rooftop Mechanical Units:

i. Rooftop mechanical units and other miscellaneous rooftop equipment shall be completely screened from view from public rights-of-way and other public places. Screening materials shall be of the same or comparable materials, texture and color as the materials used on the building. Roof-mounted equipment screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e. multiple equipment screens, or "hats", surrounding individual elements shall not be permitted). The height of the screening element shall equal or exceed the height of the structure's tallest piece of installed equipment.

i. Vending Machines:

i. Vending machines shall be placed inside the principal building, placed in an accessory structure designed to complement the principal building or screened with walls and landscaping.

j. Delivery/Loading Doors and Docks:

i. No delivery. Loading, dock or trash removal door to facility shall be located on the arterial street facing façade of the building. Any such door or facility located on the side or rear wall of the building shall be screened by fencing in accordance with the requirements of the City of Loveland.

Light Industrial Architectural Standards and Guidelines:

The following standards apply to the Light Industrial - Flex buildings located in area C of the Land Use Plan. The intent for Area C is to become a "campus" of light industrial/office buildings, which are much less visible to the general public. The architecture is intended to be more "industrial" in character using materials that are much more utilitarian. Buildings shall be coordinated in terms of color, features, scale and materials. The intent of the following guidelines is to initiate resemblance between the buildings to promote architectural unity within the Land Use area.

a. Facade Treatments:

i. Coordinating colors and color repetition between the buildings in land use area C will unify the buildings and provide for a campus character. Accent colors shall be used to call attention to a particular feature or portion of a building, or to form a particular pattern. Accent colors can be incorporated into shutters, window mullions, building trim and awnings.

ii. Buildings shall incorporate the following architectural features whenever possible: Overhanging eaves shall extend at least twenty four (24) inches past the supporting walls; with flat roofs, cornice parapets or capstone finish shall be incorporated.

b. Materials:

i. Building materials and use shall resemble the photo depictions as provided within this GDP - see sheet 3.

ii. Buildings shall incorporate variation in building materials on predominant exterior walls that are visible from the roadway and parking lot frontages.

iii. Metal siding may be used as an exterior finish of the area of the primary façade of the building provided it matches or complements the building color and/or material scheme. Further, such metal siding shall be a "standing seam" type or equivalent quality. Corrugated metal siding is prohibited. Architectural metals such as bronze, brass, copper and wrought iron may be used.

c. Building Openings:

i. Primary public entrances shall be clearly defined. Openings shall be recessed, projected or framed by elements such as awnings, arcades or porticos

d. Roof Treatments:

i. Buildings with gabled roofs whether metal, composition, or other materials, shall have a minimum pitch of 3/12 and have a minimum overhang of 2' on all sides.

ii. Rooftop mechanical units and other miscellaneous rooftop equipment shall be completely screened from view from public rights-of-way and other public places. Screening materials shall be the same or comparable material, texture and color as the materials used on the building. Roof-mounted equipment screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e. multiple equipment screens or "hats" surrounding individual elements shall not be permitted.) The height of the screening element shall equal or exceed the height of the structure's tallest piece of installed equipment.

Self-Storage Architecture:

The existing self-storage units are all-steel construction, color gray with forest green accents. New self-storage buildings will match existing buildings. Building elevations are provided on sheet 3.

9. Implementation

a. The developer intends to build additional self-storage buildings in Plan Area B initially, followed by the renovation and expansion of the existing office-administration building located in Plan Area A. Development in Plan Areas C and D will follow along with the extension of a public sewer line and public improvements along the State Highway 287 and 71st Street frontage. A phasing plan is provided on sheet 5.

10. Regulatory procedures

Except as otherwise provided in this GDP, all development and use of property within this PUD shall comply with the appropriate provisions of the Loveland Municipal Code.

LAND USE INFORMATION TABLE

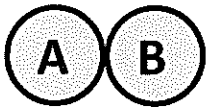
AREA			ALLOWED USES
A	**AREA 'A'** (Existing Self Storage – Existing Office)		
	Total Site Area	7.19 Acres	Enclosed self-service storage facilities; the following are not allowed: outdoor storage, engine repair work and oil changes on stored vehicles; no storage of paint, gasoline, petroleum-based products, hazardous materials, highly toxic or volatile chemicals. Professional office as an accessory use to support the administration of the self-storage units.
	Maximum Building Height	40 Feet	
	Minimum Building Setbacks	40 Feet (from north property line) 25 Feet (from east property line)	
	Minimum Parking Setbacks	25 Feet (from north & east property line)	
	Minimum Open Space	10 Percent	
	Parking Requirement	1 space for every 300 SF of office area, plus 1 space for every employee or 2 spaces for resident manager	
	AREA 'B' (Future Self Storage)		
B	Total Site Area	2.35 Acres	Enclosed self-service storage facilities; the following are not allowed: outdoor storage, engine repair work and oil changes on stored vehicles; no storage of paint, gasoline, petroleum-based products, hazardous materials, highly toxic or volatile chemicals. Professional office as an accessory use to support the administration of the self-storage units
	Maximum Building Height	40 Feet	
	Minimum Building Setbacks	25 Feet (from east property line)	
	Minimum Open Space	10 Percent	
	Parking Requirement	1 space for every 300 SF of office area, plus 1 space for every employee or 2 spaces for resident manager	
	AREA 'C' (Light Industrial / Flex / Warehouse)		

C	Total Site Area Maximum Building Height Minimum Building Setbacks Minimum Open Space Parking Requirement	4.17 Acres 40 Feet 25 Feet (from south property line) 10 Percent As required by municipal code	·Bar or tavern ·Clubs & lodges ·Dance club or dance hall ·Entertainment facilities & Theaters, indoor ·Essential public utility uses ·Food catering establishment ·Indoor recreation ·Light industrial ·Personal & business service shops ·Place of worship or assembly ·Print shop ·Professional office ·Public & private schools ·Research laboratory ·Research laboratory ·Retail laundry ·Semi-public use ·Small animal hospital or clinic ·Special trade contractor's shop ·Vehicle minor or major repair ·Vehicle rentals or cars, light trucks and light equipment ·Veterinary clinic ·Warehouse & distribution ·Workshop & custom small industry

LAND USE INFORMATION TABLE (Continued)

AREA			ALLOWED USES
D	**AREA 'A'** (Existing Self Storage – Existing Office)		
	Total Site Area Maximum Building Height Minimum Building Setbacks Minimum Parking Setbacks Minimum Open Space Parking Requirement	5.34 Acres 40 Feet 40 Feet (from north & west property line) 25 Feet (from south property line) 40 Feet (from west property line) 25 Feet (from north property line) 1 space for every 300 SF of office area, plus 1 space for every employee or 2 spaces for resident manager	·Bar or tavern ·Clubs & lodges ·Dance club ·Entertainment Facilities & Theaters, indoor ·Essential public utility uses ·Financial services ·Funeral home ·Medical or dental clinic or office ·Neighborhood shopping center ·Nightclub ·Personal & business service shops ·Place of Worship or assembly ·Print shop ·Professional office ·Public & private schools ·Standard Restaurant ·Retail store ·Veterinary clinic
	AREA 'E' (Stormwater Detention / Open Space)		
E	Total Site Area	1.036 Acres	

LAND USE INFORMATION TABLE

PHASE ONE		**OVERALL:** Plan Areas A and B are specifically designated for an existing self-storage business which includes and an existing office building that is used for administration of the self-storage units. Plan Areas A and B are considered a single user on a single platted lot. Phase One includes the existing administration function for both Plan Areas A and B. Plan Area A includes a foundation that was poured previously for the administration building expansion, but never completed. The office buiding is currently served by an existing water line (Fort Collins-Loveland Water District) and an on-site septic system. The Developer is not anticipating improvements to the roadway frontages of County Road 30 (71st Street) or State Highway 287 with the future expansion of the administration building in Plan Area A. The existing septic system will be tested, and if it is not functioning properly, a new vault will be installed until a public sewer line can be extended to the site. **NEW SELF-STORAGE:** Plan Area B is intended for additional self-storage buildings. The area is large enough to accommodate a maximum of 5 additional self-storage buildings, totaling no more than 44,600 SF of floor area. With this phase of construction, the Developer is not anticipating improvements to the roadway frontages of County Road 30 (71st Street) or State Highway 287. A water line will be extended to provide for an additional fire hydrant to serve the new self storage buildings. An existing detention pond is located east of the administration building. This pond will collect a portion of the runoff collected with the new construction. The remaining run-off will be collected in a detention pond that will be built in Tract E.
		
		
PHASE TWO		**ADMINISTRATION BUILDING EXPANSION:** See Overall notes for Areas A and B in Phase One above. Phase Two involves the expansion of the existing administration building using the existing foundation. The existing restrooms will be replaced with new restrooms in the building expansion and will not require additional water and wastewater services. The Developer is not anticipating improvements to the roadway frontages of County Road 30 (71st Street) or State Highway 287 with the future expansion of the administration building in Plan Area A. The existing septic system will be tested, and if it is not functioning properly, a new vault will be installed until a public sewer line can be extended to the site.

PHASE THREE	C	Phase Three will provide for the development of Plan Area C. This is a 4-acre parcel that is planned for a warehouse-light industrial-flex campus. The improvement associated with this phase is the extension of a sewer line as described in the project narrative and shown on the utility plan on sheet 6. Roadway improvements include the ultimate build-out of the south side of County Road 30, including curb, gutter, parkway and detached side walk. Existing access points will be re-located to align with access drives on the north side of the street. A minor subdivision plat will accompany the Preliminary Development Plan for this phase. The plat will divide the remaining lot into two lots, and dedicate a private access drive to Plan Area C from the north. An emergency access will also be provided from US 287 on the west side. Both the emergency access and the private access drive will be constructed with the development of Plan Area C
PHASE FOUR	D	Phase Four will provide for the development of the State Highway 287 frontage and the land area between state Highway 287 and the Self-Storage business. Public improvements will include the ultimate roadway improvements for State Highway 287 including curb, gutter, parkway, and detached sidewalk. The Preliminary Development Plan will be accompanied by a minor subdivision application to divide the final lot into no more than 5 additional lots. Water, wastewater and stormwater will be provided by facilities that will be put into place by the improvements associated with Phase Two.

January 16, 2014

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Loveland, CO 80537
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City of Loveland
Development Services
Current Planning
500 East Thirst Street, Suite 210
Loveland, CO 80537

RE: Mountain Pacific General Development Plan
Statement of Findings

a. The GDP/PDP conforms to the requirements of Chapter 18.41 of the LMC (PUD chapter), to the City's master plans and to any applicable area plan.

Chapter 18.41 of the LMC refers to Unit Development Zone District Requirements and Procedures. Under Section 18.41.020, Objectives of Planned unit development, the following analysis applies to the Mountain Pacific General Development Plan.

"A. To provide for necessary commercial, recreational, and educational facilities conveniently located to housing."

There are existing housing developments within the general vicinity of the subject parcel. The closest residential neighborhood is approximately 1800' east of the property just north of County Road 30. However, the project site will meet the needs of a more regional demographic and the traveling public along the US 287 corridor.

"B: To provide for well-located, clean, safe, and pleasant industrial site involving a minimum of strain on transportation facilities;"

All proposed uses will conform to strict architectural, landscape and site design standards as established in the City of Loveland Municipal Code and the City of Loveland Site Development Performance Standards. This will promote a polished, cohesive development pattern. The transportation facilities will be organize and logical, allowing for east, safe access.

"C: To encourage that the provision of the zoning laws which direct the uniform treatment of dwelling type, bulk, density, and open space within each zoning district will not be applied to the development of multi-lot projects;"

Development planning has been established for the entire development area to encourage a uniform, cohesive development pattern throughout the area.

"D. To encourage innovation in residential, commercial, and industrial development and renewal so that the growing demands of the population may be met by greater variety in type, design, and layout of buildings and by the conservation and more efficient use of open space ancillary to said buildings;

Master Planning a large area, such as the Mountain Pacific parcel, will benefit the overall configuration and function of the area. A convenient circulation network is established, pedestrian corridors are planned and preserved in advance of development to insure appropriate integration of

ATTACHMENT 2

connecting elements throughout the development as new projects are designed and constructed.

"E. To encourage a more efficient use of land and of public services, or private services in lieu thereof, and to reflect changes in the technology of land development so that resulting economies may inure to the benefit of those who need homes;

This objective seeks to encourage efficiency in land use and public service providers. At the same time it questions the inherent changes in technology over time so that the development plan serves to become beneficial or advantageous to residents of Loveland. To this end, the proposed development plan will extend public sewer service to the area, utilize existing water infrastructure, and participate in other City services such as police and fire protection that are already in place at this location. The efficiencies demonstrated will benefit the residents of Loveland by virtue of not taxing the systems already in place.

"F. The lessen the burden of traffic on streets and highways;"
The location of the subject property is at the intersection of a state highway and a major collector. The plan incorporates and internal private roadway connector to direct traffic to the various uses internal to the site rather than utilizing the public roadway system for primary access and circulation.

"G. To encourage the building of new developments incorporating the best features of modern design;"
The development plan identifies specific development codes related to building architecture, landscape improvements and site design. This will ensure the highest quality of development and incorporate state-of-the-art development techniques.

"H. To conserve the value of the land;"
The development plan, by virtue of overall planning, incorporates a logical sequence of development, and provides overall infrastructure solutions that will conserve, if not increase, the value of the land.

"I. To provide a procedure which can relate the type, design, and layout of residential, commercial, and industrial development to the particular site, thereby encouraging preservation of the site's natural characteristics."
Each of the development parcels that have been established in the development plan has a unique characteristics in terms of adjacencies, physical characteristics, and access. Land uses have been assigned to each of the development parcels to better reach compatibility with site's natural features.

"J. To encourage integrated planning in order to achieve the above purposes; and"
The General Development Plan integrates proposed uses into the adjacent existing uses to create an overall cohesive development plan.

"K. To encourage a land use pattern that supports the cost effective delivery of public services and facilities."
The proposed development plan will extend public sewer service to the area, utilize existing water infrastructure, and participate in other City services such as police and fire protection that are already in place at this location. This is efficient and therefore cost effective.

The City of Loveland Comprehensive plan and the City of Loveland Subarea Plan:

The property is subject to the "Plan for the Region between Fort Collins and Loveland" and incorporated by reference into the Comprehensive Plan. The site is part of subarea 11 of that plan. The goals for this sub-area are to maintain open views along Hwy 287 and CR 30 to reserve the rural character and sense of open space along these corridors. Mixed land uses are recommended on this site, subject to those goals. To this end, the GDP plan provides for wide building setbacks along the State Highway 287 corridor. Landscape treatments are intended to provide a native, rural appearance using drought resistant groupings of trees, shrubs and grasses rather than a more formal arrangement of street trees and irrigated turf that would be expected closer to Downtown.

b. The proposed development will not negatively impact traffic in the area, city utilities, or otherwise have a detrimental impact on property that is in sufficient proximity to the proposed development to be affected by it.

Traffic: The location of the subject property is at the intersection of a state highway and a major collector. The plan incorporates and internal private roadway connector to direct traffic to the various uses internal to the site rather than utilizing the public roadway system for primary access and circulation.

City Utilities: The proposed development plan will extend public sewer service to the area and utilize existing water infrastructure. Both utilities will not be provided by the City of Loveland, but by the Fort – Collins Water District and the South Fort Collins Sanitation District. Initial research demonstrates there is adequate capacity to serve the development as planned.

Adjacent Properties will not be negatively affected by the proposed development plan. The initial phase is to continue the self-storage use that has been in place for many years. The other uses are compatible with each other and the neighboring properties as well.

c. The proposed development will be complementary to an in harmony with existing development and future development plans for the area in which the proposed development is to take place by:
   i. Incorporating natural physical features into the development design and providing sufficient open spaces considering the type and intensity of use;

      Planned open space is in excess of required open space to provide for wide setbacks along the State Highway Corridor and the desire to keep the area more rural in character.

   ii. Incorporating site planning techniques that will foster the implementation of the City's master plans, and encourage a land use pattern that will support a balanced transportation system, including auto, bike and pedestrian traffic, public or mass transit and the cost effective delivery of other municipal services consistent with adopted plans, policies and regulations of the city;

      Master Planning a large area, such as the Mountain Pacific property, will benefit the overall configuration and function of the area. A convenient circulation network is established, open space and pedestrian corridors are planned, and bike lanes are incorporated into the adjacent street system. Though there are minimal transit routes

available at this time, it is an ideal location for a future transit stop for the connector bus system route along the Highway 287 corridor between Loveland and Fort Collins.

iii. Incorporating physical design features in the development that will provide a transition between the project and adjacent land uses through the provision of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures;

The main entry way into the development will be a private drive that will direct and distribute traffic internal to the site. Edges along the adjacent public streets will include a landscaped parkway, wide building setbacks, a detached sidewalk and landscape buffer yards. Architectural design, height and bulk restrictions will comply with the City of Loveland Municipal Code and the City of Loveland Site Development performance standards.

iv. Incorporating identified environmentally sensitive areas, including, but not limited to, wetlands and wildlife corridors, into the project design;

There are no wetlands or wildlife corridors identified on the site. The Louden Ditch borders the property on the east side. This could be loosely considered environmentally sensitive because it is a water way that could support native vegetation. A wide easement (50' from the center line of the ditch) was dedicated previously to allow for appropriate access and separation between the existing uses an the proposed uses.

v. Incorporating elements of community-wide significance as identified in the town image map;
A "Town Image Map" is not available on the City of Loveland website. However, an Interpretive Zoning Map is provided. This map demonstrates that the subject property is considered a Multi-Use Activity Center. The site is located at the northern-most edge of the City of Loveland along a major traffic corridor. It could be considered as a gateway into the City of Loveland – or at the very least a "rural-like" transition into the more rural activity centers of Loveland.

vi. Incorporating public facilities or infrastructure, or cash-in-lieu, that are reasonably related to the proposed development so that the proposed development will not negatively impact the levels of service of the City's services and facilities; and

The project, once fully developed, will incorporate ultimate build-out of the adjacent roadways, including State Highway 287 and County Road 30.

vii. Incorporating an overall plan for the design of the streetscape within the project, including landscaping, auto parking, bicycle and pedestrian circulation, architecture, placement of buildings and street furniture.

Architectural and Landscape treatments have been specified for all future developments incorporate comfortable parking, convenient bicycle and pedestrian circulation, quality architectural aesthetics and appropriate site design.

d. A description and discussion of all aspects of the GDP that do not comply with the regulations for the comparable zone district in the Municipal Code.

The Mountain Pacific General Development Plan complies with the Loveland Municipal Code as written to date.

MOUNTAIN PACIFIC 1st ADDITION
TRAFFIC IMPACT STUDY

LOVELAND, COLORADO

JANUARY 2014
REVISED MARCH 2014

Prepared for:

A Storage Place
P.O. Box 9443
Rancho Santa Fe, CA 92067

Prepared by:

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Project #1391

ATTACHMENT 3

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I. INTRODUCTION

This traffic impact study (TIS) is for the development of the proposed Mountain Pacific 1st Addition, located in the southeast quadrant of the US287/71st Street-CR30 intersection in Loveland, Colorado. The location of this site is shown in Figure 1. This TIS addresses the operation at the key intersections for the short range (2018) and long range (2035) futures.

This study involved the collection of data, a review of previous developments and studies in the area, trip generation, trip distribution, trip assignment, and the operation analyses of the key intersections in the area for the existing conditions, the short range (2018) future, and the long range (2035) future. During the course of this analysis, numerous contacts were made with City staff and the project planner (TFG Design). Since this land is within the City of Loveland, the traffic impact study guidelines for Loveland, as contained in the "Larimer County Urban Area Street Standards" (LCUASS) were used.

The following intersections, as agreed to in the scoping discussions, were addressed in this traffic study: US287/71st Street-CR30 (major intersection) and the Site Access (minor intersection) intersections. Appendix A contains the Transportation Impact Study Base Assumptions form and related attachments for the Mountain Pacific 1st Addition development.

The site plan was changed in March 2014 such that the two site accesses will line up with driveways on the north side of CR30. This revised TIS reflects those changes.

II. EXISTING CONDITIONS

Land Use

The project site is currently vacant. The land surrounding the site consists of industrial, commercial, and residential uses. Longview Midway Business Park is west of the site. There is a mini-storage development adjacent (east/north) to the site. The Resthaven Cemetery is in the northeast quadrant of the US287/71st Street-CR30 intersection. The center of Loveland lies to the south of the Mountain Pacific 1st Addition site.

Roads

A schematic of the current geometry at the key intersections is shown in Figure 2. The key existing streets are US287, 71st Street, and County Road 30 (CR30).

US287 is classified as a four-lane arterial street. Currently, US287 has a four-lane cross section with auxiliary turn lanes and a posted speed of 55 mph in the area of the Mountain Pacific 1st Addition site. At the US287/71st Street-CR30 intersection, US287 has northbound and southbound left-turn lanes, two through lanes in each direction, and northbound and southbound right-turn lanes. There are northbound and southbound acceleration lanes at this intersection. The US287/71st Street-CR30 intersection has signal control.

Seventy-first Street is classified as a major collector street. At the US287/71st Street-CR30 intersection, 71st Street has an eastbound left-turn lane, one through lane, and an eastbound right-turn lane. The posted speed on 71st Street is 35 mph.

County Road 30 (CR30) is classified as a major collector street. Currently, CR30 has a two-lane cross section. County Road 30 has a posted speed of 40 mph in the area of the Mountain Pacific 1st Addition site. At the US287/71st Street-CR30 intersection, CR30 has a westbound left-turn lane and a combined through/right-turn lane. The westbound left-turn lane is approximately 70 feet long, plus 110 feet of bay taper. The bay taper ends at the Resthaven driveway. There is a 145 foot transition east of the Resthaven driveway.

Existing Traffic

Recent peak hour traffic counts at the US287/71st Street-CR30 intersection are shown in Figure 3. Raw traffic counts are provided in Appendix A. Traffic counts at the US287/71st Street-CR30 intersection were obtained in December 2013. During traffic counting, no traffic was observed at the Resthaven driveway. This land use has little/no peak hour traffic. The driveway on the north side of CR30, located approximately 775 feet east of US287, serves a small church and two dwelling units. The peak hour traffic at this driveway is expected to be less than five trip ends.

Existing Operation

Using the volumes shown in Figure 3, the current peak hour operation at the US287/71st Street-CR30 intersection is shown in Table 1. Calculation forms for these analyses are provided in Appendix B. The City of Loveland provided information regarding existing signal timing. The US287/71st Street-CR30 intersection was analyzed using the signalized 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 1, the US287/71st Street-CR30 intersection is currently operating acceptably with existing control and geometry.

The queue analysis shows that the westbound left-turn lane should be 27 feet long and 24 feet long in the respective peak hours. The 70 foot left-turn lane will accommodate the calculated queue.

Existing Pedestrians and Bicycles

During the vehicular traffic counts, pedestrian and bicycle traffic volumes were observed. The number of pedestrians and bicyclists was very low.

Accident Analysis

Accident data was obtained from the City of Loveland for the US287/71st Street-CR30 intersection for a five year, 9 month period (1/1/08 to 10/1/13). At the US287/71st Street-CR30 intersection, there were 17 reported accidents: 12 rear-end accidents (one accident involved alcohol and was not counted in the 12), four accidents involving turning vehicles, and one side-swipe accident.

III. PROPOSED DEVELOPMENT

The Mountain Pacific 1st Addition is a proposed commercial development. Figure 4 shows the site plan for the Mountain Pacific 1st Addition development. The Mountain Pacific 1st Addition, as analyzed in this TIS, will consist of approximately 47,620 square feet of mini-storage, approximately 46,800 square feet of mixed industrial/office (FLEX space), a 6,000 square foot sit-down restaurant, approximately 7,500 square feet of retail, and approximately 27,000 square feet of general office. The Mountain Pacific 1st Addition development will be built in phases. Phase 1 will consists of the mini-storage expansion on Lot 1. Phase 2 will consist of expansion of the office and relocation of the driveway access for the mini-storage. Phases 1 and 2 will be analyzed together. Phase 3 will consist of the FLEX space on Lot 2. It is assumed that the phases will be built out over the next 3-4 years, following approval. The analysis year for the short range future was assumed to be the year 2018. Since Lot 1 and Lot 2 will likely be marketed separately, the analysis will include a Phases 1 & 2 short range (2018) and a Phase 3 short range (2018) in order to determine required improvements for each lot (phase). The combination of Phases 1, 2, and 3 will also be analyzed for the short range (2018) future. Lots 3-6 will be developed in the future and will likely require separate TIS's. Therefore, Lots 3-6 are only included in the long range analysis. The long range future (year 2035) includes full development of the Mountain Pacific 1st Addition and an increase in background traffic.

Access to the site will be via a full movement access to/from CR30 that will be lined up with the access driveway for the Resthaven Funeral Home. The existing mini-storage access will be closed. The mini-storage access will be moved approximately 80 feet to the east where it will line up with the driveway to the church on the north side of CR30. For the short range (2018) future, an emergency only access to/from US287 is proposed approximately 900 feet south of 71st Street-CR30. In the long range (2035) future, this access may become a right-turn (RT) Access (right-turn in/right-turn out) and will be analyzed as such.

Trip Generation

Trip generation is important in considering the impact of a development on the existing and proposed street system. Trip Generation, 9th Edition, ITE was used to determine the trips that would be generated by the Mountain Pacific 1st Addition site. Mini-warehouse (Code 151) was used to estimate the trip generation of Lot 1 (Phases 1 & 2). A combination of Light Industrial (Code 110) and General Office (Code 710) was used for the trip generation for the FLEX space on Lot 2 (Phase 3). A trip is defined as a one-way vehicle movement from origin to destination. Table 2 shows the expected trip generation from the site on a daily and peak hour basis. The trip generation of Phases 1, 2 & 3 resulted in 541 daily trip ends, 65 morning peak hour trip ends, and 70 afternoon peak hour trip ends. The trip generation for the long range (2035) phases (Lots 3-6) assumed the following land uses: Lot 3 - Sit-down Restaurant (Code 932); Lot 4 – Shopping Center (Code 820); Lot 5 – General Office (Code 710); and Lot 6 – General Office (Code 710). The full development trip generation resulted in 1921 daily trip ends, 183 morning peak hour trip ends, and 204 afternoon peak hour trip ends.

Trip Distribution

Trip distribution for the Mountain Pacific 1st Addition development was estimated using knowledge of the existing and planned street system, development trends, and engineering judgment. Figure 5 shows the trip distribution used in the following analyses. The trip distribution analysis was agreed to in the scoping discussions and is contained in Appendix A.

Traffic Assignment

Trip assignment is the product of both the trip generation and trip distribution processes. The following intersections were analyzed: US287/71st Street-CR30 and the Site Access intersections. Figure 6 shows the Phases 1 & 2 site generated peak hour traffic at the key intersections. Figure 7 shows the Phase 3 site generated peak hour traffic at the key intersections. Full development site generated peak hour traffic for the Mountain Pacific 1st Addition is shown in Figure 8.

Background Traffic Projections

Background traffic projections for the short range (2018) future horizon were obtained by factoring the existing traffic by 2.0% per year. There are two short range development proposals (BioLife & Value Plastics) in the area of the Mountain Pacific 1st Addition development. The existing mini-storage traffic was estimated using peak hour trip generation rates. The long range (2035) background traffic includes full development of the Longview Midway Business Park and full development of Wintergreen. Figures 9 and 10 show the short range (2018) and long range (2035) background peak hour traffic at the key intersections, respectively.

Total Traffic

The traffic volumes generated by Phases 1 & 2 of the proposed Mountain Pacific 1st Addition development were added to the background traffic volumes to produce the total traffic volume forecasts for the short range (2018) Phases 1 & 2 future and are shown in Figure 11. The traffic volumes generated by Phase 3 of the proposed Mountain Pacific 1st Addition development were added to the background traffic volumes to produce the total traffic volume forecasts for the short range (2018) Phase 3 future and are shown in Figure 12. Figure 13 shows the short range (2018) total peak hour traffic with Phases 1, 2, and 3. Figure 14 shows the long range (2035) total peak hour traffic at the key intersections.

Table 3 shows the short range (2018) link volumes for various key street segments with Phases 1, 2, and 3 of the Mountain Pacific 1st Addition. Table 3 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 calculated for this study. Calculations for the ACF threshold volumes are provided in Appendix C. Table 3 indicates that all links meet the requirements of the Adequate Community Facilities Ordinance.

Signal Warrants

As a matter of policy, traffic signals are not installed at any location until such time that signal installation warrants are met according to the Manual on Uniform Traffic Control Devices. It is unlikely that peak hour signal warrants will be met at any of the unsignalized intersections and these intersections do not meet the spacing requirements for signals.

Operation Analysis

Operation analyses were performed at the US287/71st Street-CR30 and the Site Access intersections. The operations analyses were conducted for the short range future, reflecting a year 2018 condition, and long range future, reflecting a year 2035 condition. The long range (2035) operational analyses are used for planning and informational purposes only.

Table 4 shows the short range (2018) background morning and afternoon peak hour operation at the key intersections. The key intersections operate at acceptable levels of service in both peak hours. Calculation forms for these analyses are provided in Appendix D. The short range background operational analyses used the existing geometry at all intersections.

Table 5 shows the long range (2035) background peak hour operation at the key intersections. Calculation forms are provided in Appendix E. The key intersections operate at acceptable levels of service, except for various legs at the US287/71st Street-CR30 intersection during the afternoon peak hour.

Using the traffic volumes shown in Figure 11, the key intersections operate in the short range (2018) Phases 1 & 2 total condition as indicated in Table 6. Calculation forms are provided in Appendix F. All of the key intersections will operate acceptably during the peak hours.

Using the traffic volumes shown in Figure 12, Table 7 shows the short range (2018) Phase 3 total morning and afternoon peak hour operation at the key intersections. The key intersections operate at acceptable levels of service in both peak hours. Calculation forms for these analyses are provided in Appendix G.

Using the traffic volumes shown in Figure 13, the key intersections operate in the short range (2018) total condition with Phases 1, 2, and 3 as indicated in Table 8. Calculation forms are provided in Appendix H. All of the key intersections will operate acceptably during the peak hours.

Table 9 shows the long range (2035) total peak hour operation at the key intersections. Calculation forms are provided in Appendix I. All of the key intersections will operate acceptably during the peak hours, except for various legs at the US287/71st Street-CR30 intersection during the afternoon peak hour.

Geometric Requirements

Figure 15 shows the short range (2018) Phases 1 & 2 approach geometry at the key intersections. Figure 16 shows the short range (2018) Phases 1, 2 & 3 approach geometry at the key intersections. The geometry at the US287/71st Street-CR30 intersection can continue to remain as it exists today. Under the short range (2018) Phases 1 & 2 condition (Figure 11), the calculated westbound left-turn queue lengths, at the US287/71st Street- CR30 intersection, are 34 feet and 33 feet in the respective peak hours. The 70 foot left-turn lane will accommodate the calculated queue. The nominal left-turns into the Resthaven driveway can use the bay taper area as they do currently. According to Figure 8-1 in LCUASS, a westbound left-turn lane will not be required at the CR30/Mini-Storage Access intersection. Under the short range (2018) Phase 3 condition (Figure 12), the calculated westbound left-turn queue lengths, at the US287/71st Street-CR30 intersection, are 36 feet and 48 feet in the respective peak hours. The 70 foot left-turn lane will accommodate the calculated queue. The nominal left-turns into the Resthaven driveway can use the bay taper area as they do currently. According to Figure 8-1 in LCUASS, a westbound left-turn lane will not be required at the CR30/Resthaven-Site Access intersection. There is a widened area east of the Resthaven-Site Access driveways that is part of the aforementioned transition to the two-lane cross section. While technically a westbound left-turn lane is not necessary (Figure 8-1 in LCUASS), a westbound left-turning vehicle can utilize this area to execute left turns out of the westbound through lane. At the CR30/Mini-Storage Access intersection, a westbound left-turn lane will not be required according to Figure 8-1 in LCUASS. Under the short range (2018) Phases 1 & 2 condition (Figure 13), the calculated westbound left-turn queue lengths, at the US287/71st Street-CR30 intersection, are 37 feet and 50 feet in the respective peak hours. The 70 foot left-turn lane will accommodate the calculated queue.

Figure 17 shows the long range (2018) approach geometry at the key intersections. The long range (2035) geometry was developed based upon the operation of the key intersections. It is important to note that, the geometry at the US287/71st Street-CR30 intersection is the most likely geometry to be considered for this intersection. In the long range (2035) future, the calculated westbound left-turn queue length, at the US287/71st Street-CR30 intersection, will be 144 feet and 177 feet in the respective peak hours. The distance from the stop bar to the west curb of the Resthaven-Site Access driveways is approximately 185 feet. Therefore, the westbound left-turn queue should not "cover" these driveways. It should be noted that LCUASS criteria requires both deceleration and storage for left-turn lanes. Under these design criteria, the westbound left-turn lane on CR30 will extend past these driveways.

Bicycle/Pedestrian Facilities

Bicycle lanes exist as part of the shoulder along US287. There are bike lanes along 71st Street. It is expected that as streets are improved, bicycle lanes will be incorporated into the street cross sections where appropriate.

The sidewalk system in this area exists adjacent to some developed parcels of land. Sidewalks will be built along the frontage of the Mountain Pacific 1st Addition. As shown in Appendix I, one potential pedestrian destination within 1320 feet of the Mountain Pacific 1st Addition development was identified: 1) the Longview Midway Business Park. Appendix I contains a graphic depicting the pedestrian influence area and this pedestrian destination. A pedestrian level of service worksheet is also provided in Appendix I. This worksheet shows the level of service for each quality indicator. Since the City of Loveland has no minimum level of service criteria, this level of service could not be indicated.

Adequate Community Facilities

All of the key intersections meet the City of Loveland criteria of level of service C or better during the peak hours with regard to operation. Therefore, all intersections, with the control devices that either exist or will be installed and with the existing geometry, meet requirements of the Loveland Adequate Community Facilities Ordinance. As noted on Table 3, all street links meet the level of service C standard of the Loveland Adequate Community Facilities Ordinance.

IV. CONCLUSIONS/RECOMMENDATIONS

This study assessed the transportation impacts associated with the development of the Mountain Pacific 1st Addition in Loveland, Colorado. This study analyzed the transportation impacts in the short range (2018) and long range (2035) futures. As a result of these analyses, the following is concluded:

- Development of the Mountain Pacific 1st Addition is feasible from a traffic engineering standpoint. The trip generation of Phases 1, 2 & 3 resulted in 541 daily trip ends, 65 morning peak hour trip ends, and 70 afternoon peak hour trip ends. Full development of the site resulted in 1921 daily trip ends, 183 morning peak hour trip ends, and 204 afternoon peak hour trip ends.

- Current operation at the US287/71st Street-CR30 intersection is acceptable based upon City of Loveland evaluation criteria.

- It is unlikely that peak hour signal warrants will be met at any of the stop sign controlled intersections, nor do they meet the signalized intersection spacing requirements.

- Using the short range (2018) background traffic, all of the key intersections will operate acceptably during the peak hours.

- Using the background traffic in the long range (2035) future, all of the key intersections operate acceptably, except for various legs at the US287/71st Street-CR30 intersection during the afternoon peak hour.

- With short range (2018) background traffic and development of either Phases 1 & 2 or Phase 3 of the Mountain Pacific 1st Addition, all of the key intersections will operate acceptably during the peak hours. Acceptable operation will also be achieved at the key intersections with both Phases 1 & 2 and 3 of the Mountain Pacific 1st Addition. All street links meet the ACF criteria.

- With long range (2035) background traffic and full development of the Mountain Pacific 1st Addition, all of the key intersections will operate acceptably during the peak hours, except for various legs at the US287/71st Street-CR30 intersection during the afternoon peak hour.

- Bicycle lanes exist as part of the shoulder along US287. There are bike lanes along 71st Street. The sidewalk system in this area exists adjacent to some developed parcels of land. As streets are improved, sidewalks will be incorporated to the standard cross sections.

- Table 9 shows a summary of the recommended improvements and the responsibility for that improvement. The short range (2018) Phases 1 & 2, short range (2018) Phases 1, 2 & 3, and long range (2035) geometry is shown in Figures 14, 15, and 16, respectively.

- No environmental or special studies are required with this development.

MOUNTAIN PACIFIC BUSINESS PARK PUD
GENERAL DEVELOPMENT PLAN
FOR PARCELS B AND C OF THE MOUNTAIN PACIFIC ADDITION TO THE CITY OF LOVELAND, LARIMER COUNTY, COLORADO

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN THE NORTHWEST 1/4 OF SECTION 25, TOWNSHIP 6, RANGE 69 BEING MORE PARTICULARLY DESCRIBED AS PARCELS B AND C OF THE MOUNTAIN PACIFIC ADDITION TO THE CITY OF LOVELAND, LARIMER COUNTY, COLORADO, AKA LOTS 1 AND 2, BLOCK 1, AMENDED PLAT OF PARCELS B AND C, MOUNTAIN PACIFIC ADDITION TO THE CITY OF LOVELAND.

OWNERS CERTIFICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT: A STORAGE PLACE - FORT COLLINS, LLC (LOT 1) AND MOUNTAIN PACIFIC FC, LLC (LOT 2) BEING ALL THE LAWFUL RECORD OWNERS OF THE PROPERTY SHOWN ON THIS GENERAL DEVELOPMENT PLAN, EXCEPT ANY EXISTING PUBLIC STREETS, ROADS, OR HIGHWAYS, DO HEREBY CERTIFY THAT WE ACCEPT THE CONDITIONS AND RESTRICTIONS SET FORTH ON SAID PLAN AND IN THE CONDITIONS OF APPROVAL BY THE CITY OF LOVELAND, DATED _____AND THAT WE CONSENT TO THE RECORDATION OF ANY INFORMATION PERTAINING THERETO.

_____
OWNER: A STORAGE PLACE - FORT COLLINS, LLC

_____
(TITLE)

STATE OF _____)
) SS.
COUNTY OF _____)

THE FOREGOING AGREEMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ , 2014, BY

_____ .
WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES: _____
(NOTARY PUBLIC)

_____
OWNER: MOUNTAIN PACIFIC FC, LLC

_____
(TITLE)

STATE OF _____)
) SS.
COUNTY OF _____)

THE FOREGOING AGREEMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ , 2014, BY

_____ .
WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES: _____
(NOTARY PUBLIC)

APPROVALS

APPROVED THIS_____ DAY OF _____ , 2014, BY THE CURRENT PLANNING MANAGER OF THE CITY OF LOVELAND, COLORADO.

_____
(CURRENT PLANNING MANAGER)

APPROVED THIS _____DAY OF _____, 2014, BY THE CITY ENGINEER OF THE CITY OF LOVELAND, COLORADO.

_____
(CITY ENGINEER)

APPROVED THIS _____DAY OF _____, 2014, BY THE CITY ATTORNEY OF THE CITY OF LOVELAND, COLORADO.

_____
(CITY ATTORNEY)

APPROVED THIS _____DAY OF _____, 2014, BY THE CITY PLANNING COMMISSION OF THE CITY OF LOVELAND, COLORADO.

_____
(CHAIRPERSON)

APPROVED THIS _____DAY OF _____, 2014, BY THE CITY COUNCIL OF THE CITY OF LOVELAND, COLORADO.

_____ _____
(MAYOR) (ATTEST

OWNER/APPLICANT:

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AND MOUNTAIN PACIFIC FC, LLC
DARRYL FLAMING
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ENGINEER:

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FORT COLLINS, COLORADO 80524
(970) 221-4158

PLANNER / LANDSCAPE ARCHITECT:

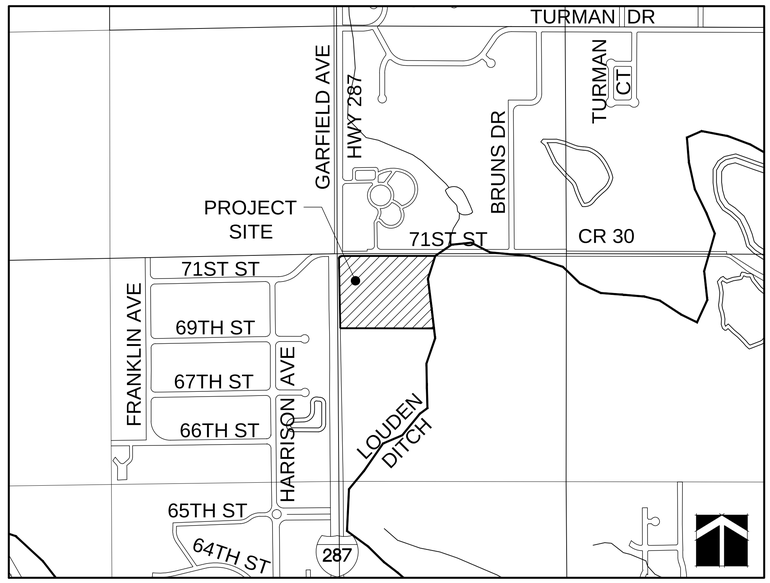
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SURVEYOR:

INTERMILL LAND SURVEYING
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LOVELAND, CO 80537
(970) 669-0516
FAX: (970) 635-9775

VICINITY MAP

SCALE: 1" = 1000'



SITE DATA

EXISTING ZONING: PUD # 93

TOTAL SITE AREA:	20.09 Ac	100%
AREA A	7.19 Ac	35.78%
AREA B	2.35 Ac	11.70%
AREA C	4.17 Ac	20.76%
AREA D	5.34 Ac	26.58%
AREA E	1.04 Ac	5.18%

PUBLIC SERVICE PROVIDERS

WATER:	FORT COLLINS/LOVELAND WATER DISTRICT
SEWER:	CITY OF LOVELAND
ELECTRIC:	CITY OF LOVELAND
NATURAL GAS:	XCEL ENERGY
TELEPHONE:	QWEST
SCHOOLS:	THOMPSON SCHOOL DISTRICT R2-J
PARKS:	CITY OF LOVELAND
POLICE/FIRE:	CITY OF LOVELAND

CONDITIONS OF APPROVAL

TRANSPORTATION:

1. ALL FUTURE DEVELOPMENT WITHIN THIS GENERAL DEVELOPMENT PLAN (GDP) SHALL COMPLY WITH THE LARIMER COUNTY URBAN AREA STREET STANDARDS (LCUASS) AND THE TRANSPORTATION PLAN AND ANY UPDATES TO EITHER IN EFFECT AT THE TIME OF A SITE SPECIFIC DEVELOPMENT APPLICATION.

2. STREET LAYOUTS, STREET ALIGNMENTS, ACCESS LOCATIONS, INTERSECTION CONFIGURATIONS AND INTERSECTION OPERATIONS (TRAFFIC CONTROLS) SHALL BE DETERMINED AT THE TIME OF APPLICATION FOR SITE SPECIFIC DEVELOPMENT.

3. THE OWNER SHALL DEDICATE TO THE CITY, AT NO COST TO THE CITY, RIGHT-OF-WAY FOR ALL STREET FACILITIES ADJACENT TO, OR WITHIN, THIS PROPERTY THAT ARE SHOWN ON THE ADOPTED TRANSPORTATION PLAN.

4. THE DEVELOPER AGREES TO ACQUIRE, AT NO COST TO THE CITY, ANY OFF-SITE STREET RIGHT-OF-WAY NECESSARY FOR MITIGATION IMPROVEMENTS. PRIOR TO THE APPROVAL OF ANY SITE SPECIFIC DEVELOPMENT APPLICATIONS WITHIN THIS ADDITION, THE DEVELOPER SHALL SUBMIT DOCUMENTATION SATISFACTORY TO THE CITY, ESTABLISHING THE DEVELOPER'S UNRESTRICTED ABILITY TO ACQUIRE SUFFICIENT PUBLIC RIGHT-OF-WAY FOR THE CONSTRUCTION AND MAINTENANCE OF ANY REQUIRED STREET IMPROVEMENTS TO BOTH ADJACENT AND OFF-SITE STREETS.

5. THE ULTIMATE ROADWAY IMPROVEMENTS INCLUDING: CURB, GUTTER, PAVEMENT WIDENING, STRIPING, AND SIDEWALK, ADJACENT TO THE PROPERTY FOR US 287 AND 71ST STREET SHALL BE DESIGNED AND CONSTRUCTED BY THE DEVELOPER, UNLESS DESIGNED AND CONSTRUCTED BY OTHERS. THE TIMING AND DETAILED SCOPE OF THESE IMPROVEMENTS WILL BE DETERMINED THROUGH REVIEW AND APPROVAL OF THE SITE SPECIFIC DEVELOPMENT PLANS.

FIRE:

1. THE REQUIREMENTS OF THE 2012 INTERNATIONAL FIRE CODE, INTERNATIONAL BUILDING CODE (WITH REGARD TO FIRE AND LIFE SAFETY ISSUES), AND NFPA STANDARDS CURRENTLY ADOPTED AT THE TIME OF PROJECT APPLICATION MUST BE MET.

2. AFTER PLANNING AND ZONING APPROVAL, THE APPLICANT MUST SUBMIT PLANS FOR REVIEW AND APPROVAL OF A BUILDING PERMIT(S). AT THAT TIME, PLANS WILL BE REVIEWED FOR COMPLIANCE WITH MEANS OF EGRESS, PORTABLE FIRE EXTINGUISHERS, AND OTHER APPLICABLE FIRE AND BUILDING CODE REQUIREMENTS.

3. TO BE CONSIDERED WITHIN ACCESS FOR EMERGENCY VEHICLES, ALL PORTIONS OF THE FIRST-FLOOR EXTERIOR OF A STRUCTURE SHALL BE WITHIN 150 FEET OF A PUBLIC ROADWAY OR APPROVED FIRE APPARATUS ACCESS ROAD.

4. HYDRANT PLACEMENT SHALL MEET THE FOLLOWING CRITERIA WITH DISTANCES MEASURED BY VEHICULAR TRAVEL PATH: COMMERCIAL/MULTI-FAMILY -- 400 FEET TO ALL PARTS OF A STRUCTURE WITH 350-FOOT SPACING.

5. PRIOR TO COMBUSTIBLE CONSTRUCTION OCCURRING ON THE BUILDING OR FACILITY, EMERGENCY VEHICLE ACCESS MUST BE PROVIDED TO WITHIN 150 OF ALL PORTIONS OF THE FACILITY AND ALL PORTIONS OF THE EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING, AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY. THE ROAD SURFACE MUST BE ASPHALT, CONCRETE OR ANOTHER APPROVED, ALL-WEATHER SURFACE CAPABLE OF SUPPORTING 40 TONS. IF THE SURFACE IS NOT ASPHALT OR CONCRETE, PLANS SHALL INCLUDE THE STAMP OF A PROFESSIONAL ENGINEER TO VERIFY THE SURFACE IS ALL-WEATHER AND ABLE TO ACCOMMODATE FIRE APPARATUS WEIGHT (40 TONS).

6. DURING CONSTRUCTION OF THE PROJECT, THE PROJECT MANAGER OR DESIGNEE IS REQUIRED TO INFORM LOVELAND FIRE RESCUE AUTHORITY OF ANY ANTICIPATED INTERRUPTION OF FIRE HYDRANT SERVICE OR EMERGENCY VEHICLE ACCESS TO PROPERTIES, AT LEAST 48 HOURS IN ADVANCE OF THE ANTICIPATED INTERRUPTION OF SERVICE OR ACCESS. CONTACT PHONE NUMBER IS LOVELAND EMERGENCY DISPATCH CENTER, NON-EMERGENT PHONE, 970.962.2200.

7. APPROVED ADDRESS NUMBERS ARE REQUIRED ON ALL NEW BUILDINGS IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY AND SHALL CONTRAST WITH THEIR BACKGROUND.

CONDITIONS OF APPROVAL CONT.

WATER/WASTEWATER:

1. PRIOR TO APPROVAL OF THE PDP, THE DEVELOPER SHALL PROVIDE PRELIMINARY PLANS FOR THE WASTEWATER SOLUTION FOR THE DEVELOPMENT, A WASTEWATER IMPACT DEMAND ANALYSIS REPORT, AND DOCUMENTATION THAT THE DEVELOPER IS IN NEGOTIATIONS TO ACQUIRE THE OFF-SITE UTILITY EASEMENTS.

2. PRIOR TO APPROVAL OF ANY BUILDING PERMITS WITHIN PHASE THREE (C) OR PHASE FOUR (D), THE DEVELOPER SHALL, IF NOT PREVIOUSLY CONSTRUCTED BY OTHERS, DESIGN AND CONSTRUCT A PUBLIC WASTEWATER MAIN FROM THE PRESENT TERMINUS POINT IN N MONROE AVE TO THE SITE.

POWER:

1. A $3000 ELECTRIC DESIGN DEPOSIT, SITE/UTILITY DRAWINGS AND AN ELECTRONIC DRAWING MUST BE SUBMITTED TO THE POWER DIVISION PRIOR TO ACCEPTANCE OF THE PRELIMINARY PLAT AND THE PRELIMINARY CD'S.

2. THE DEVELOPER SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH THE DESIGN, MATERIAL, AND CONSTRUCTION OF THE ELECTRICAL DISTRIBUTION SYSTEM INTERNAL TO THE DEVELOPMENT, THE DIRECTIONAL BORES THAT ARE REQUIRED TO CROSS STATE HIGHWAY 287 TO EXTEND POWER FROM THE WEST SIDE TO THE DEVELOPMENT, AND FOR LIGHTING INTERIOR TO THE DEVELOPMENT PER CURRENT CITY POLICIES.

3. THE CITY WILL BE RESPONSIBLE FOR COSTS OF ELECTRICAL SYSTEM EXTENSIONS ALONG THE SOUTH SIDE OF EAST COUNTY ROAD 30, AND COSTS OF STREET LIGHTING ALONG NORTH GARFIELD AVENUE AND ANY STREETS DESIGNATED AS ARTERIAL OR MAJOR COLLECTOR.

4. THE DEVELOPER SHALL BE RESPONSIBLE FOR COORDINATION OF THE UTILITIES LOCATED WITHIN THE PROVIDED EASEMENTS WITH REGARD TO CLEARANCE REQUIREMENTS OF EACH RESIDING ENTITY.

5. STREET TREES SHALL NOT BE PLANTED CLOSER THAN 4-5 FEET OF EXISTING OR PROPOSED UNDERGROUND ELECTRIC LINES OR DIRECTLY UNDER EXISTING OVERHEAD LINES.

6. CANOPY TREES MUST BE PLANTED THIRTY-FIVE FEET AWAY FROM STREETLIGHTS ON ALL ARTERIAL AND MAJOR COLLECTOR STREETS. DECORATIVE FLOWERING TREES HAVE NO DISTANCE REQUIREMENTS FROM STREET LIGHTS ON ANY STREETS, AND CANOPY TREES HAVE NO DISTANCE REQUIREMENTS FROM STREET LIGHTS ON ANY STREETS NOT DESIGNATED AS ARTERIAL OR MAJOR COLLECTOR STREETS.

CURRENT PLANNING

1. BEFORE ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE CITY, THE DEVELOPER SHALL INSTALL ALL OTHER PRIVATE IMPROVEMENTS OR AMENITIES, SUCH AS PRIVATE WALKS, FENCES, WALLS, ETC. AS SHOWN ON THE APPROVED PLANS, UNLESS FINANCIAL SECURITY IS FILED BY THE DEVELOPER WITH THE CITY TO ASSURE INSTALLATION AT A LATER DATE ACCEPTABLE TO THE CITY.

2. FOR PURPOSES OF IMPLEMENTATION OF THE CITY SIGN CODE, THIS PROPERTY SHALL BE DEEMED TO BE A SINGLE PREMISE. THE FIRST PDP APPLICATION SHALL INCLUDE, OR BE ACCOMPANIED BY, A PRELIMINARY PROPOSED PLANNED SIGN PROGRAM FOR THE ENTIRE PREMISE, THE FIRST FDP SHALL INCLUDE, OR BE ACCOMPANIED BY, A FINAL PLANNED SIGN PROGRAM FOR THE ENTIRE PREMISE.

3. THE LANDSCAPE BUFFER ALONG THE EASTERN PERIMETER OF AREA B WILL EMPHASIZE USE OF DENSE EVERGREENS AND SPECIES THAT ARE SUITABLE FOR THE NATURAL AREA ALONG THE ADJACENT DITCH.

4. THE MINIMUM OPEN SPACE STANDARD FOR AREAS D AND C SHALL BE SATISFIED EXCLUSIVE OF ANY REQUIRED LANDSCAPE BUFFER YARD, PARKING LOT SCREENING, OR INTERNAL PARKING LOT LANDSCAPE, AS SET FORTH IN THE CITY OF LOVELAND SITE DEVELOPMENT PERFORMANCE STANDARDS AND GUIDELINES AND THE APPROVED GDP.

5. ALL AREAS LANDSCAPED WITH GRASS OR SOD SHALL USE TYPES OF GRASS THAT ARE DROUGHT-TOLERANT AND REQUIRE LIMITED IRRIGATION.

6. BEFORE APPROVAL OF ANY PDP OR FDP FOR PHASES 1 OR 2, THE DEVELOPER SHALL WORK WITH THE LOUDEN DITCH COMPANY TO ASSURE THATTHE PLANS ARE REASONABLE COMPATIBLE WITH THE NEEDS OF THE DITCH COMPANY.

PAGE INDEX

1 COVER SHEET
2 PROJECT NARRATIVE AND COMMERCIAL PROTOTYPICAL ARCHITECTURAL ELEVATIONS
3 LAND USE TABLE, SELF STORAGE BUILDING ELEVATIONS AND LIGHT INDUSTRIAL PROTOTYPICAL ARCHITECTURAL ELEVATIONS
4 STREET SECTIONS
5 LAND USE PLAN AND PHASING PLAN
6 UTILITY PLAN
7 OVERALL SANITARY SEWER LINE
8 GRADING PLAN

ATTACHMENT 4

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MOUNTAIN PACIFIC BUSINESS PARK
GENERAL DEVELOPMENT PLAN
232 E COUNTY ROAD 30
LOVELAND, COLORADO

PROJECT INFORMATION:
PROJECT NUMBER: 183-131
DATE: JANUARY 2014
PHASE: GDP

REVISIONS:
07.03.2014 Final Re-submittal

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
1

SHEET 1 OF 8

DRAWN BY:
PLOT DATE: 8/18/2014 11:00 AM
FILE LOCATION: O:\Current Projects\183-Mountain Pacific\AutoCAD\GDP\DWG\MountainPacific_GDP Updated for Planning Comission.dwg
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PROJECT NARRATIVE

1. Introduction

Mountain Pacific PUD is located on the southeast corner of State Highway 287 and W. 71st Street. There is currently an enclosed self-storage facility and Management Office in operation on site. A memorial garden, funeral home and church are located to the North of the property. A Landscape Material business is located to the South of the property. State Highway 287 borders the west property line, and the Louden Ditch borders the east property line. There is a large vacant parcel of land just east of the Louden Ditch that is currently owned by the Thompson R2J School District.

2. Purpose of the Project and Overall Design Concept

The purpose of the Mountain Pacific General Development Plan is to meet market demands for self- storage, light-industrial - flex facilities and Commercial-Retail development.

The development of the site is planned to offer a variety of retail, commercial, and industrial uses within a close proximity of one another. The mixture of uses will provide regional employment opportunities and services. This development plan satisfies the *Loveland Comprehensive Plan* and the *Plan for the Area Between Fort Collins and Loveland*. The design intent is to provide a variety of commercial services and employment opportunities while keeping an overall rural character. Arterial frontage setbacks, non-formal landscape treatments and "rural rustic" architectural standards are provided to best encourage a more rural setting. Adjacent properties will be able to enjoy easy access to employment, services and retail uses. The intended street treatment will provide a consistent and pleasant environment for auto, bike and pedestrian uses within the site. The proposed uses are oriented to have compatible activity adjacent to each other and to create landscape and spatial separations when the uses might have conflicts. Landscape treatment setbacks will be incorporated into the perimeters of the site to soften arterial street impacts and to buffer the surrounding uses from the site.

3. Land Use

a. Overall Concept

The overall development design concept capitalizes on major arterial frontage for the placement of commercial-retail uses. The plan allows for the further expansion of existing self-storage uses, and creates a light industrial campus on the south east side of the property where buildings are easily accessed yet less visible from the public. A stormwater detention pond is placed at a logical location on the southeast section of the site where it can drain into the Louden Ditch while creating a natural buffer between the light industrial uses and adjacent properties.

b. Categories

General land use categories include self-storage, light industrial/flex uses, and commercial uses. Specific uses are identified on the Land Use Table associated with the Land Use Map on sheet 3 of 7.

c. Distribution

Distribution of land use includes retail-commercial uses along the west portion of the property along the State Highway 287 frontage. Self-Storage will remain on the eastern portion of the property. There is ample area to expand the business with the construction of additional storage buildings and administration office expansion. The south portion of the site is designated for a light industrial/flex campus.

d. Intensity (FAR).

Floor area ratios for the various land use areas are provided on the Land Use Table on Sheet 3 of 7. In general floor areas will be approximately .3 for the self-storage uses, .2 for the Industrial/flex uses, and .3 for the commercial-retail uses.

4. Circulation

a. Overall concept (Arterial - Major Collectors)

The subject property has approximately 900' of frontage along the east side of the State Highway 287 corridor, which is considered a 6-lane arterial in the Loveland Transportation Master Plan. Additional right of way was dedicated in the Amended Plat of Parcels B and C, Mountain Pacific First Addition, to allow for a 70' half right of way, as required.

The property has approximately 930' of frontage along the south side of Larimer County Road 30 (71st Street). This roadway is considered a major collector in the Loveland Transportation Master Plan. Additional right of way was dedicated previously to provide for a 40' half right-of-way along this frontage.

b. Circulation components are shown on the Land Use Plan, sheet 5 . The following is a written description identifying policies:

i. Vehicular circulation interior to the site will have primary access from 71st Street. Access points will align with existing drive-way access on the north side of 71st Street. An emergency-only access will be provided on the south side of the property as shown on the plan. Interior circulation will be dedicated as a private access drive, and will be owned and maintained by the Owner's association. A typical cross section is provided on sheet 4. There will be 2-15' drive isles with a 5' detached pedestrian walk on at least one side of the private drive.

ii. Pedestrian circulation will consist of a continuous network within the commercial-retail and light-industrial portions of the site. As construction occurs on the western portion of the site, sidewalk connectivity shall be provided between the State Highway 287 frontage and the walk associated with the internal private drive. Each new site development plan shall include at least one 5' wide connecting concrete walk between the western frontage walk and the private drive walk, as shown conceptually in the land use plan.

iii. Public Transportation: There are no public transportation stops located within the subject property.

c. Performance standards for arterial collector and local streets

The western frontage of the property faces State Highway 287, a major arterial. Total half-right of way, per LCUASS is 70', and has been dedicated per the Amended Plat of Parcels B and C, Mountain Pacific First Addition. Ultimate construction of the State Highway 287 will include 3-12' travel lanes, a 7' bike lane, curb, gutter, 10' parkway and 6' detached meandering walk.

The northern frontage of the property faces County Road 30, aka 71st Street, a major collector. The total 80' right of way, per LCUASS, is 80'. The south 40' has been dedicated appropriately per the Amended Plat of Parcel B and C Mountain Pacific First Addition. Ultimate construction will include 2-12' travel lanes, 7' bike lane, 6' parkway, and 5' detached meandering walk.

Typical street sections are shown on sheet 4 along with a typical section for the private drive that is planned for internal circulation.

5. Public and private Utilities (main trunk lines location, size)

a. Water

The Mountain Pacific site is located within the Fort Collins/Loveland Water District. There is an existing water main (12") located in County Road 30. There is also an existing 6" water main stubbed into the westerly portion of the site, terminated with a hydrant. An 8" main will be looped through the site will provide both domestic water service and fire protection for the intended uses shown in this GDP. Hydrants will be spaced according to the current Fire District standards.

b. Sewer

Currently the existing storage facility on this site is not serviced by sanitary sewer. The existing structures are currently served by an onsite septic system. The Mountain Pacific site is currently located within the City of Loveland service area boundary. It is located in a service basin (E01) that is served by a 12" PVC via the N. Monroe Trunk line. The wastewater line extension would be approximately 5,780 feet in length. An alternative would be to bring the sewer line from an 8" PVC in basin E02. This would require 5,000 feet of sewer line and a cross-basin capacity analysis to determine the viability of this alternative.

Sewer line extensions will accompany the development of plan area C. See sheet 5 for a description of development phasing.

c. Storm Drainage

The Mountain Pacific site historically drains into the adjacent Louden Ditch, located along the east property line. The existing storage facility on this site drains into an existing detention pond, which outfalls to the Louden Ditch. The proposed Mountain Pacific Site will also be required to detain flows and will outfall to the Louden Ditch. Water quality capture volume will also be provided within proposed detention facilities. Based on a previous conceptual drainage report done for the site in 2003, the Louden Ditch will accept the historic 2-year flow rate from the site, which will be the design criteria for the proposed detention facilities. The two existing detention facilities will be utilized for the proposed site, and will be retrofitted to be in compliance with current City of Loveland standards .

d. Electric

Electric service will be provided by the City of Loveland. Primary power can be extended to the proposed development site from a vault located on the west side of Garfield near the intersection. An additional vault will be required across from the southwest corner of the development site in order to provide an electrical loop through the proposed development.

e. Gas: Excel Energy

f. Telephone: Qwest

g. Irrigation Ditches

The Louden Ditch borders the site along the east boundary. A previous plat included a note indicating a 50' implied easement from the center line of the ditch along the entire boundary of the property. It is understood that Stormwater will be released into the ditch, as described above.

6. Public Facilities Providers

a. Police: City of Loveland

b. Fire: City of Loveland

c. Schools: Thompson School District R2-J

d. Parks and Open Space: City of Loveland

e. Waste Water: City of Loveland

7. Landscaping, Fencing and Walls

a. Overall Concept: Landscape treatments shall meet the requirements of the City of Loveland Municipal Code, the City of Loveland Site Development Performance Standards and the "Plan for the Region between Fort Collins and Loveland". The intent is to provide a native, rural appearance using drought resistant groupings of trees, shrubs and grasses rather than a more formal arrangement of street trees and irrigated turf that would be expected closer to Downtown.

b. Edge Treatment: Landscape buffer yards shall be incorporated into site development plans to separate uses that are dissimilar. The east edge along the Louden Ditch shall be landscaped using native seed, shrub and tree species to best preserve the native character of the ditch and transition disturbed areas into the development portions of the site that are adjacent to the Ditch.

c. Arterial Streetscape. Landscape treatments along the State Highway 287 corridor on the west side of the property shall be landscaped using 3-5' high berms (when space is available) with shrub and tree hedges to screen parking. Landscape boulder retaining walls may be used to obtain 5' tall berms intermittently along the frontage and should be incorporated into the flow of the drifting berms. Informal groupings of trees and drifts of shrubs, naturalized grasses and wildflowers shall be used to establish "rural" character.

d. Collector Streetscape. Canopy trees, ornamental trees and evergreen trees shall be grouped in clusters along the parkway to screen the roadway edge and the sidewalk in order to convey a more naturalized - "rural" character landscape. Landscape treatments behind the walk shall be more native in character, using informal drifts of shrubs and native grasses.

e. Walls and Trash Enclosures: Only quality walls shall be allowed along the public streets. No trash enclosures shall be visible along the PUD perimeters from the public streets.

8. Architectural standards, guidelines, typical building elevations, actual building elevations

The following standards and guidelines are to be generally implemented in addition to the provisions set forth in the City of Loveland Zoning Ordinance as well as the City of Loveland Site Development Performance Standards and Guidelines. The overall architectural theme shall represent a "rural rustic" character in keeping with the intent of the Loveland Comprehensive Plan, which is to provide consistency with the "Plan for the Region between Fort Collins and Loveland."

Commercial Retail Architectural Standards and Guidelines:

The following architectural standards and guidelines apply to area D on the land use plan.

a. Building Placement/Orientation:

i. Buildings in Area D shall be placed at least 40' behind the west property line. Clustered building placement of buildings is encouraged to allow view corridors along the site frontage.

ii. Buildings shall be placed between the State Highway 287 frontage and the parking lots where ever possible.

b. Design Compatibility:

i. While each building shall reflect the "rural rustic" character as described below, individual buildings can be unique in terms of color, materials, fenestration, roof lines and other architectural features. Variation between the buildings will provide visual interest and easy recognition by the general public.

ii. Prototypical or franchise architectural designs may be required to be modified to meet these architectural standards. Changes to prototypical franchise styles to meet these standards may include, but not limited to modifications to roofs, windows, doors, building mass, materials, colors, placement of architectural features and details, etc. Franchise architectural styles found to meet these standards will not require any modification

c. Building Form/Mass

i. Vertically each building shall be articulated such that its mass is broken up into three distinct sections: a base which serves as an anchoring element, a middle which provides transparency and an top which terminates the building.

ii. Variation in massing is important to avoid large uninterrupted planes and shall be related to the integral structure, organization of interior spaces and building openings.

d. Façade Treatments:

i. Facades shall be articulated such that they provide sufficient visual interest and must be distinctly rural or rustic in character. Large uninterrupted expanses shall be avoided. Changes in plane, changes in material texture and color, and various building elements shall be used to subdivide facades into human scale proportions. Elements that may be used include but are not limited to the following: horizontal ledges or sills, glazing, awnings, shades, porticos, trellises, columns, and exposed timer beams. The design elements shall be evocative of vernacular mountain and agricultural architecture. See photographs to the right.

ii. Buildings shall exhibit 360° architecture where all sides of the building have a high level of architectural detail and style.

e. Materials

i. Buildings shall incorporate variation in building materials on predominant exterior walls that are visible from the roadways or frontages. The area of windows and doors, including overhead doors, shall be excluded from the wall area calculation for the following standards:

ii.a. A minimum of two (2) types of materials distinctly different in texture or pattern shall be employed, at least one of which shall be natural/synthetic stone, or brick or other form of masonry, with each of the required materials covering at least twenty-five percent (25%) of the facade. Other allowable materials include horizontal/vertical hardboard siding, horizontal/vertical wood siding, natural/synthetic stucco, plaster, trim board accents, wood beams, metal and decorative concrete. Many of the materials used shall be highly textured and rugged in order to express a rural or rustic character, see photographs to the right. Note: Alternatives to these standards may be considered in order to further the purpose of maintaining a rural character on the site.

iii.b. Colors are to stay within a palette of neutral or earth tones. While bold colors may be used they shall seek to achieve overall harmony.

f. Building openings

i. Buildings shall provide engaging storefronts with primary building entrances that are oriented towards a parking area or major pedestrian way.

i.a. Primary public entrances shall be clearly defined and recessed and projected or framed by elements such as awnings, arcades, porticos or other architectural features. A high level of detail shall be used in the design of these elements to emphasize the rural or rustic character of the site. See photographs to the right.

ii. The following are suggested treatments that may be used:

ii.a. Canopies or awnings over at least thirty percent (30%) of the openings of the building; or

ii.b. Covered walkways, porticos and/or arcades covering at least thirty percent (30%) of the horizontal length of the front façade; or

ii.c. Raised cornice parapets over the entries.

g. Roof Treatments:

i. There shall be changes in roof lines, including the use of stepped roof heights, a combination of flat and sloped roofs, or pitched roofs, or parapets with at least two roof line elevation changes. Overhanging eaves shall extend at least 2 feet past supporting walls. Flat roofs must have cornice parapets or a capstone finish

ii. The use of exposed beams are encouraged and shall be employed in a meaningful way, particularly in the gables and along the roof lines in order to add to the rural-rustic character of the building.

h. Rooftop Mechanical Units:

i. Rooftop mechanical units and other miscellaneous rooftop equipment shall be completely screened from view from public rights-of-way and other public places. Screening materials shall be of the same or comparable materials, texture and color as the materials used on the building. Roof-mounted equipment screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e. multiple equipment screens, or "hats", surrounding individual elements shall not be permitted). The height of the screening element shall equal or exceed the height of the structure's tallest piece of installed equipment.

j. Vending Machines;

i. Vending machines shall be placed inside the principal building, placed in an accessory structure designed to complement the principal building or screened with walls and landscaping.

k. Delivery/Loading Doors and Docks;

i. No delivery. Loading, dock or trash removal door to facility shall be located on the arterial street facing façade of the building. Any such door or facility located on the side or rear wall of the building shall be screened by fencing in accordance with the requirements of the City of Loveland.

Light Industrial Architectural Standards and Guidelines:

The following standards apply to the Light Industrial - Flex buildings located in area C of the Land Use Plan. The intent for Area C is to become a "campus" of light industrial/office buildings, which are much less visible to the general public. The architecture is intended to be more "industrial" in character using materials that are much more utilitarian. Buildings shall be coordinated in terms of color, features, scale and materials. The intent of the following guidelines is to initiate resemblance between the buildings to promote architectural unity within the Land Use area.

a. Façade Treatments:

i. Coordinating colors and color repetition between the buildings in land use area C will unify the buildings and provide for a campus character. Accent colors shall be used to call attention to a particular feature or portion of a building, or to form a particular pattern. Accent colors can be incorporated into shutters, window mullions, building trim and awnings.

ii. Buildings shall incorporate the following architectural features whenever possible: Overhanging eaves shall extend at least twenty four (24) inches past the supporting walls; with flat roofs, cornice parapets or capstone finish shall be incorporated.

b. Materials

i. Building materials and use shall resemble the photo depictions as provided within this GDP - see sheet 3.

j. Buildings shall incorporate variation in building materials on predominant exterior walls that are visible from the roadway and parking lot frontages.

k. Metal siding may be used as an exterior finish of the area of the primary façade of the building provided it matches or complements the building color and/or material scheme. Further, such metal siding shall be a "standing seam" type or equivalent quality. Corrugated metal siding is prohibited. Architectural metals such as bronze, brass, copper and wrought iron may be used.

c. Building Openings

i. Primary public entrances shall be clearly defined. Openings shall be recessed, projected or framed by elements such as awnings, arcades or porticos

d. Roof Treatments

i. Buildings with gabled roofs whether metal, composition, or other materials, shall have a minimum pitch of 3/12 and have a minimum overhang of 2' on all sides.

ii. Rooftop mechanical units and other miscellaneous rooftop equipment shall be completely screened from view from public rights-of-way and other public places. Screening materials shall be the same or comparable material, texture and color as the materials used on the building. Roof-mounted equipment screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e. multiple equipment screens, or "hats" surrounding individual elements shall not be permitted.) The height of the screening element shall equal or exceed the height of the structure's tallest piece of installed equipment

Self-Storage Architecture:

The existing self-storage units are all-steel construction, color gray with forest green accents. New self-storage buildings will match existing buildings. Building elevations are provided on sheet 3.

9. Implementation

a. The developer intends to build additional self-storage buildings in Plan Area B initially, followed by the renovation and expansion of the existing office-administration building located in Plan Area A. Development in Plan Areas C and D will follow along with the extension of a public sewer line and public improvements along the State Highway 287 and 71st Street frontage. A phasing plan is provided on sheet 5.

10. Regulatory procedures except as otherwise provided in this GDP, all development and use of property within this PUD shall comply with the appropriate provisions of the Loveland Municipal Code.

Commercial Architecture Images : The following images are characteristic of the rural-rustic architecture themes that are described for Plan Area D.



























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MOUNTAIN PACIFIC BUSINESS PARK

GENERAL DEVELOPMENT PLAN

232 E COUNTY ROAD 30
LOVELAND, COLORADO

PROJECT INFORMATION:
PROJECT NUMBER: 183-131
DATE: JANUARY 2014
PHASE: GDP

REVISIONS:
07.03.2014 Final Re-submittal

SHEET TITLE:
PROJECT NARRATIVE

SHEET NUMBER:
2

SHEET 2 OF 8

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Light Industrial - Flex Images : The following images are characteristic of the industrial-flex campus themes that are described for Plan Area C.











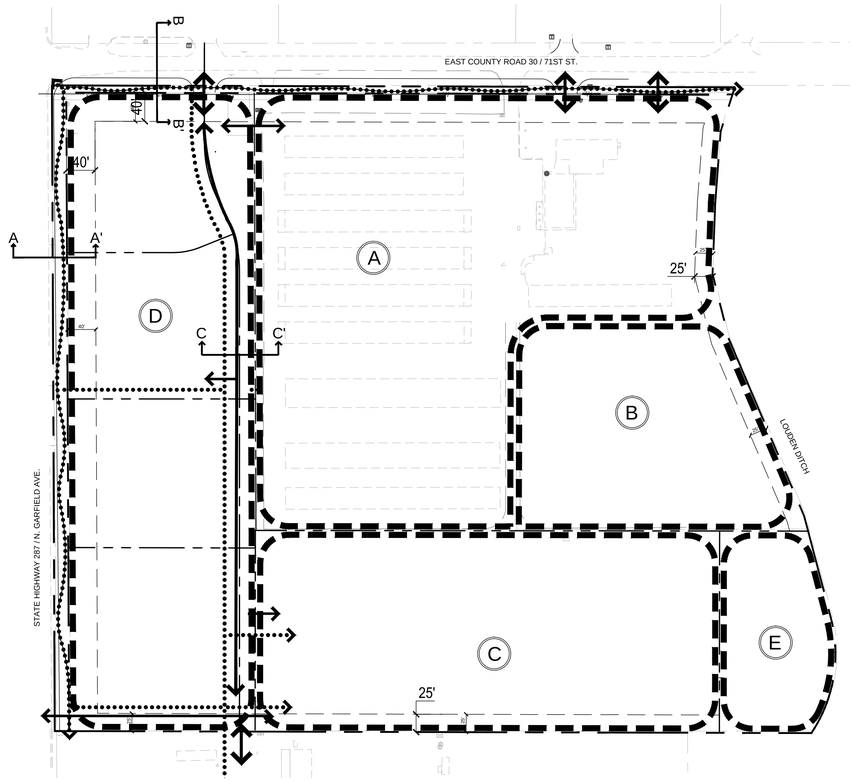
Existing Self Storage Buildings



LAND USE INFORMATION TABLE

Allowed uses provided below are defined in the Loveland Municipal Code Section 18.04

		ALLOWED USES:
A	Area A (Existing Self Storage - Existing Office) Total Site Area 7.19 Acres Maximum Building Height 40 Feet Minimum Building Setbacks 40 Feet from north property line 25 Feet from east property line Minimum Parking Setbacks 25 Feet from north & east property line Minimum Open Space 10 Percent Parking Requirement: 1 space for every 300 SF of office area, plus 1 space for every employee or 2 spaces for resident manager	Enclosed self-service storage facilities; the following are not allowed: outdoor storage, engine repair work and oil changes on stored vehicles; no storage of paint, gasoline, petroleum-based products, hazardous materials, highly toxic or volatile chemicals. Professional office as an accessory use to support the administration of the self-storage units.
B	Area B (Future Self Storage) Total Site Area 2.35 Acres Maximum Building Height 40 Feet Minimum Parking Setbacks 25 Feet from east property line Minimum Open Space 10 Percent Parking Requirement: 1 space for every 300 SF of office area, plus 1 space for every employee or 2 spaces for resident manager	Enclosed self-service storage facilities; the following are not allowed: outdoor storage, engine repair work and oil changes on stored vehicles; no storage of paint, gasoline, petroleum-based products, hazardous materials, highly toxic or volatile chemicals. Professional office as an accessory use to support the administration of the self-storage units.
C	Area C (Light Industrial / Flex / Warehouse) Total Site Area 4.17 Acres Maximum Building Height 40 Feet Minimum Building Setbacks 25 Feet from south property line Minimum Open Space 10 Percent Parking Requirement: As required by municipal code	• Bar or tavern • Clubs & lodges • Dance club or dance hall • Entertainment facilities & Theaters, indoor • Essential public utility uses • Food catering establishment • Indoor recreation • Light industrial • Personal & business service shops • Place of worship or assembly • Print shop • Professional office • Public & private schools • Research laboratory • Research laboratory • Retail laundry • Semi-public use • Small animal hospital or clinic • Special trade contractor's shop • Vehicle minor or major repair • Vehicle rentals or cars, light trucks and light equipment • Veterinary clinic • Warehouse & distribution • Workshop & custom small industry
D	Area D (Office / Retail / Restaurant) Total Site Area 5.34 acres Maximum Building Height 40 Feet Minimum Building Setbacks 40 Feet from west & north property line 25 Feet from south property line Minimum Parking Lot Setback 40 Feet from west property line 25 Feet from north property line Minimum Open Space 10 Percent Parking Requirement As required by municipal code	• Bar or tavern • Clubs & lodges • Dance club • Entertainment Facilities & Theaters, indoor • Essential public utility uses • Financial services • Funeral home • Medical or dental clinic or office • Neighborhood shopping center • Nightclub • Personal & business service shops • Place of Worship or assembly • Print shop • Professional office • Public & private schools • Standard Restaurant • Retail store • Veterinary clinic
E	Area E (Stormwater Detention / Open Space) Total Site Area 1.036 acres	

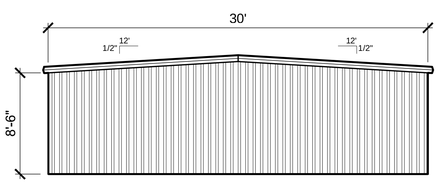


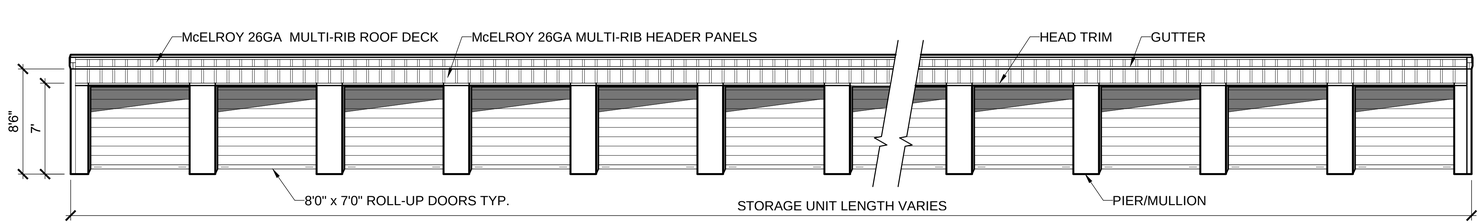
LEGEND

- DEVELOPMENT SUB-AREAS
- PRIMARY ACCESS
- SECONDARY / INTERNAL ACCESS
- PEDESTRIAN CIRCULATION

LAND USE KEYMAP
SCALE: 1" = 100'

SCALE: 1"= 100'-0" NORTH
0 50' 100' 200' 300'





SELF STORAGE BUILDING ELEVATIONS
SCALE: 2" = 1'-0"

TFG design
1269 N Cleveland Ave, Loveland CO 80537
(970) 669.3737
design@tfgdesign.com www.tfgdesign.com
LANDSCAPE ARCHITECTURE & PLANNING

OWNER:
ASP SELF STORAGE
ATTN: TODD LANGORD
PO BOX 9443
RANCHO SANTA FE, CA 92067
(970) 260-3249

MOUNTAIN PACIFIC BUSINESS PARK

GENERAL DEVELOPMENT PLAN

232 E COUNTY ROAD 30
LOVELAND, COLORADO

PROJECT INFORMATION:
PROJECT NUMBER: 183-131
DATE: JANUARY 2014
PHASE: GDP

REVISIONS:
07.03.2014 Final Re-submittal

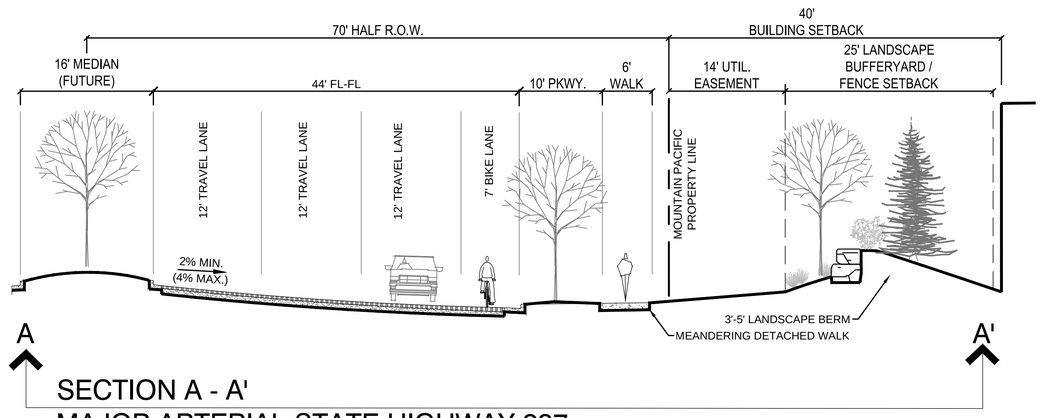
SHEET TITLE:
LAND USE TABLE & ELEVATIONS

SHEET NUMBER:
3

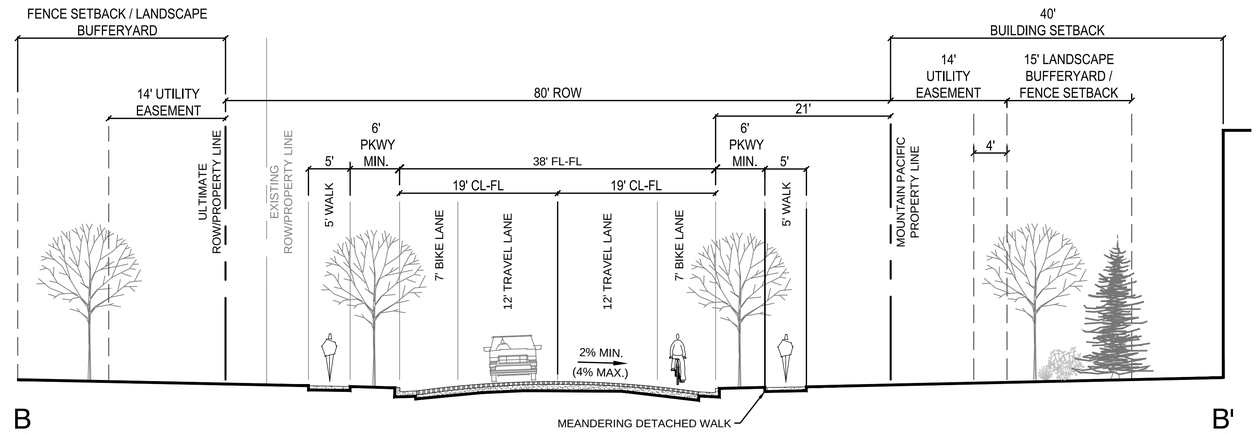
SHEET 3 OF 8

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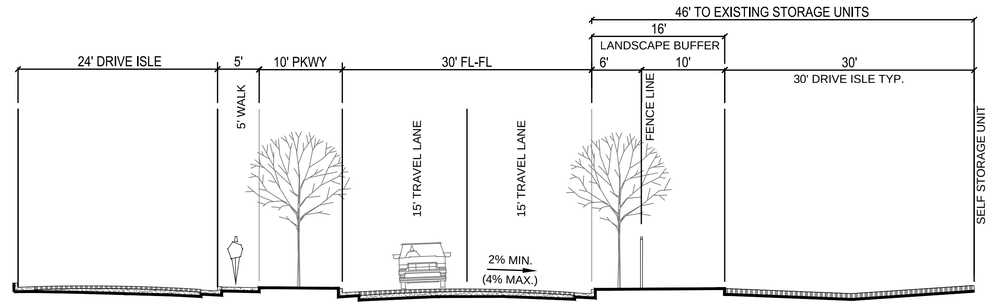
PLOT DATE: 8/18/2014 11:00 AM
DRAWN BY:
FILE LOCATION: O:\Current Projects\183-Mountain Pacific\AutoCAD\GDP\DWG\MountainPacific_GDP Updated for Planning Comission.dwg



SECTION A - A'
MAJOR ARTERIAL-STATE HIGHWAY 287



SECTION B - B'
MAJOR COLLECTOR-EAST COUNTY ROAD 30



SECTION C -C'
PRIVATE DRIVE

THESE DRAWINGS, AS AN INSTRUMENT OF SERVICE, IS AND SHALL REMAIN THE PROPERTY OF TFG DESIGN, LLC. AND SHALL NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE PERMISSION OF THE LANDSCAPE ARCHITECT.

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DRAWN BY:

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design@tfgdesign.com www.tfgdesign.com
LANDSCAPE ARCHITECTURE & PLANNING

OWNER:
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MOUNTAIN PACIFIC BUSINESS PARK
GENERAL DEVELOPMENT PLAN
232 E COUNTY ROAD 30
LOVELAND, COLORADO

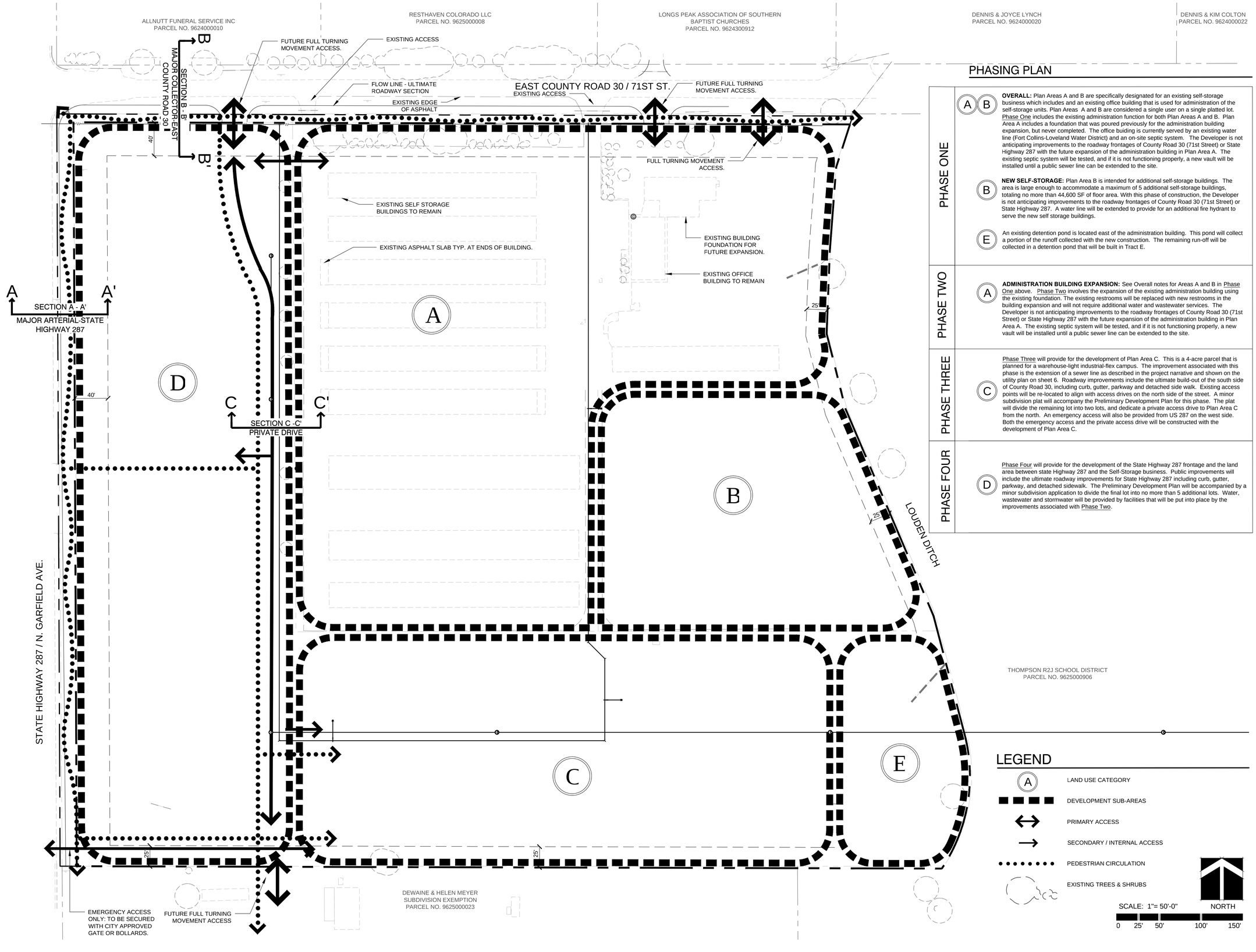
PROJECT INFORMATION:
PROJECT NUMBER: 183-131
DATE: JANUARY 2014
PHASE: GDP

REVISIONS:
07.03.2014 Final Re-submittal

SHEET TITLE:
STREET SECTIONS

SHEET NUMBER:
4

SHEET 4 OF 8



PHASING PLAN

PHASE ONE

A **B**

OVERALL: Plan Areas A and B are specifically designated for an existing self-storage business which includes and an existing office building that is used for administration of the self-storage units. Plan Areas A and B are considered a single user on a single platted lot. Phase One includes the existing administration function for both Plan Areas A and B. Plan Area A includes a foundation that was poured previously for the administration building expansion, but never completed. The office buiding is currently served by an existing water line (Fort Collins-Loveland Water District) and an on-site septic system. The Developer is not anticipating improvements to the roadway frontages of County Road 30 (71st Street) or State Highway 287 with the future expansion of the administration building in Plan Area A. The existing septic system will be tested, and if it is not functioning properly, a new vault will be installed until a public sewer line can be extended to the site.

B

NEW SELF-STORAGE: Plan Area B is intended for additional self-storage buildings. The area is large enough to accommodate a maximum of 5 additional self-storage buildings, totaling no more than 44,600 SF of floor area. With this phase of construction, the Developer is not anticipating improvements to the roadway frontages of County Road 30 (71st Street) or State Highway 287. A water line will be extended to provide for an additional fire hydrant to serve the new self storage buildings.

E

An existing detention pond is located east of the administration building. This pond will collect a portion of the runoff collected with the new construction. The remaining run-off will be collected in a detention pond that will be built in Tract E.

PHASE TWO

A

ADMINISTRATION BUILDING EXPANSION: See Overall notes for Areas A and B in Phase One above. Phase Two involves the expansion of the existing administration building using the existing foundation. The existing restrooms will be replaced with new restrooms in the building expansion and will not require additional water and wastewater services. The Developer is not anticipating improvements to the roadway frontages of County Road 30 (71st Street) or State Highway 287 with the future expansion of the administration building in Plan Area A. The existing septic system will be tested, and if it is not functioning properly, a new vault will be installed until a public sewer line can be extended to the site.

PHASE THREE

C

Phase Three will provide for the development of Plan Area C. This is a 4-acre parcel that is planned for a warehouse-light industrial-flex campus. The improvement associated with this phase is the extension of a sewer line as described in the project narrative and shown on the utility plan on sheet 6. Roadway improvements include the ultimate build-out of the south side of County Road 30, including curb, gutter, parkway and detached side walk. Existing access points will be re-located to align with access drives on the north side of the street. A minor subdivision plat will accompany the Preliminary Development Plan for this phase. The plat will divide the remaining lot into two lots, and dedicate a private access drive to Plan Area C from the north. An emergency access will also be provided from US 287 on the west side. Both the emergency access and the private access drive will be constructed with the development of Plan Area C.

PHASE FOUR

D

Phase Four will provide for the development of the State Highway 287 frontage and the land area between state Highway 287 and the Self-Storage business. Public improvements will include the ultimate roadway improvements for State Highway 287 including curb, gutter, parkway, and detached sidewalk. The Preliminary Development Plan will be accompanied by a minor subdivision application to divide the final lot into no more than 5 additional lots. Water, wastewater and stormwater will be provided by facilities that will be put into place by the improvements associated with Phase Two.

LEGEND

- A — LAND USE CATEGORY
- DEVELOPMENT SUB-AREAS
- PRIMARY ACCESS
- SECONDARY / INTERNAL ACCESS
- PEDESTRIAN CIRCULATION
- EXISTING TREES & SHRUBS

SCALE: 1"= 50'-0" NORTH

0 25' 50' 100' 150'

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MOUNTAIN PACIFIC BUSINESS PARK

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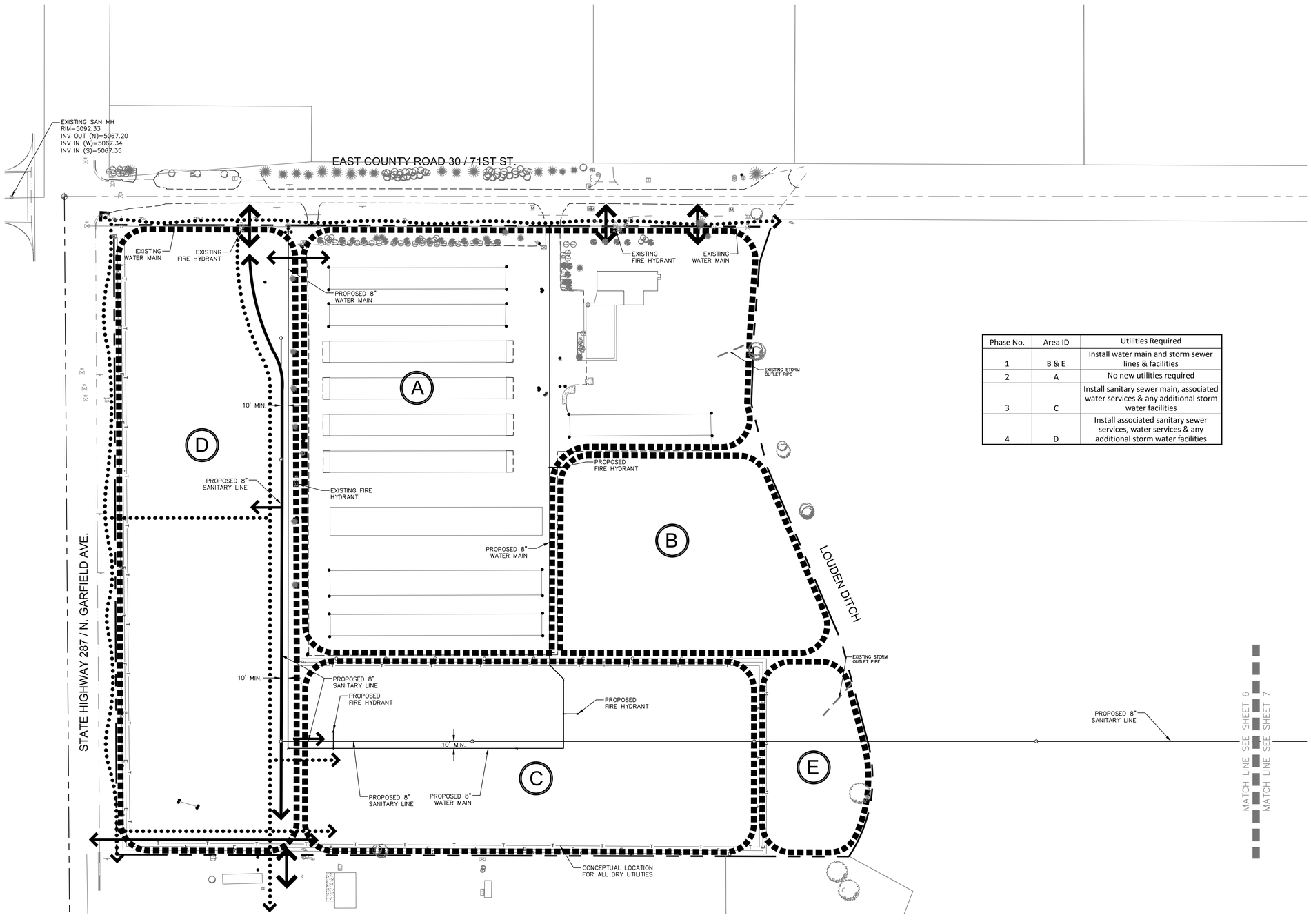
SHEET TITLE:
LAND USE PLAN & PHASING PLAN

SHEET NUMBER:
5

SHEET 5 OF 8

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FILE LOCATION: O:\Current Projects\183-Mountain Pacific\AutoCAD\GDP\DWG\MountainPacific_GDP Updated for Planning Comission.dwg



Phase No.	Area ID	Utilities Required
1	B & E	Install water main and storm sewer lines & facilities
2	A	No new utilities required
3	C	Install sanitary sewer main, associated water services & any additional storm water facilities
4	D	Install associated sanitary sewer services, water services & any additional storm water facilities

NORTH

70 0 70 140 210 Feet

(IN FEET)
1 inch = 70 ft.

LEGEND:

- PROPERTY BOUNDARY
- EASEMENT LINE
- LOT LINE
- ROW LINE
- EXISTING FENCE LINE
- EXISTING EDGE OF ASPHALT
- PROPOSED SANITARY SEWER LINE W/ MH
- EXISTING OVERHEAD ELECTRIC LINES
- EXISTING SANITARY SEWER LINE W/ MH
- EXISTING STORM SEWER LINE W/ MH
- PROPOSED WATER LINE W/ FITTING
- PROPOSED FIRE HYDRANT
- EXISTING ELECTRIC BOX
- EXISTING FIRE HYDRANT
- EXISTING IRRIGATION CONTROL VALVE
- EXISTING LIGHT POLE
- EXISTING GAS MARKER
- EXISTING H2O METER
- EXISTING H2O MANHOLE
- EXISTING TELEPHONE PEDESTAL
- EXISTING POWER POLE
- EXISTING H2O VALVE
- ELECTRIC VAULT
- EXISTING VERTICAL PIPE
- EXISTING TREES
- EXISTING MAILBOX
- EXISTING SANITARY MANHOLE
- EXISTING GAS VALVE

GENERAL NOTES:

1. THE SIZE, TYPE AND LOCATION OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE PER THE BEST AVAILABLE INFORMATION PROVIDED WHEN SHOWN ON THESE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE OF ALL UNDERGROUND UTILITIES IN THE AREA OF THE WORK. BEFORE COMMENCING NEW CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR ALL UNKNOWN UNDERGROUND UTILITIES.
2. ALL WATER FITTINGS AND VALVES ARE ONLY GRAPHICALLY REPRESENTED AND ARE NOT TO SCALE.
3. UTILITY SERVICES ARE SHOWN IN A SCHEMATIC FASHION ONLY. EXACT LOCATIONS SHALL BE PER THE REQUIREMENTS OF THE RESPECTIVE UTILITY PROVIDERS, AND ARE SUBJECT TO CHANGE IN THE FIELD.
4. MAINTAIN 10' HORIZONTAL AND 18" VERTICAL MINIMUM SEPARATION BETWEEN ALL SANITARY SEWER MAINS, WATER MAINS & SERVICES.
5. A CITY ACCESS ROAD SHALL BE PROVIDED ALONG THE SANITARY SEWER MAIN ROUTED THROUGH PRIVATE PROPERTY. AN UTILITY EASEMENT SHALL BE PROVIDED BY SEPARATE DOCUMENT.

CALL UTILITY NOTIFICATION CENTER OF COLORADO

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Date:
Revisions:
No.

REVIEW SET
NOT FOR CONSTRUCTION
03/19/14

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NORTHERN ENGINEERING
PHONE: 970.221.4158 FAX: 970.221.4159
www.northernengineering.com
200 South College Avenue, Suite 010
Fort Collins, Colorado 80524

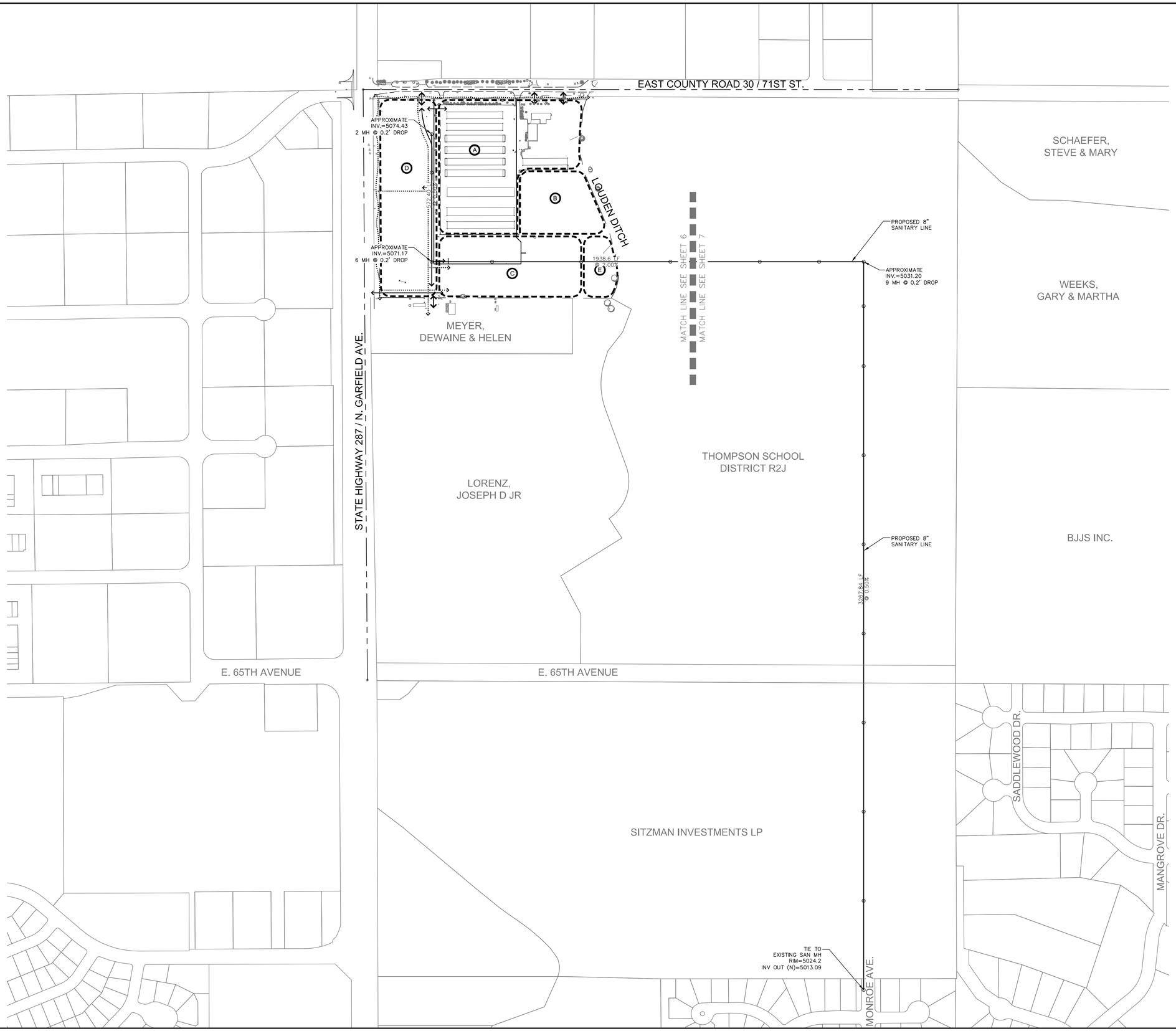
DATE: 03/19/14
SCALE: 1"=70'
REVIEWED BY: B. CURTISS
PROJECT: 975-001
DESIGNED BY: C. Snowdon
DRAWN BY: C. Bowen

MOUNTAIN PACIFIC - GDP

UTILITY PLAN

Sheet 6
Of 8 Sheets

DRAWING FILENAME: D:\Projects\975-001\dwg\Util\975-001_UTIL - GDP.dwg LAYOUT NAME: B DATE: Jul 03, 2014 - 9:22am CAD OPERATOR: cody
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NORTH

200 0 200 400 600Feet

(IN FEET)
1 inch = 200 ft.

LEGEND:

- PROPERTY BOUNDARY
- EASEMENT LINE
- LOT LINE
- ROW LINE
- EXISTING FENCE LINE
- EXISTING EDGE OF ASPHALT
- PROPOSED SANITARY SEWER LINE W/ MH
- EXISTING OVERHEAD ELECTRIC LINES
- EXISTING SANITARY SEWER LINE W/ MH
- EXISTING STORM SEWER LINE W/ MH
- PROPOSED WATER LINE W/ FITTING
- PROPOSED FIRE HYDRANT
- EXISTING ELECTRIC BOX
- EXISTING FIRE HYDRANT
- EXISTING IRRIGATION CONTROL VALVE
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- EXISTING TELEPHONE PEDESTAL
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- EXISTING SANITARY MANHOLE
- EXISTING GAS VALVE

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No. Revisions: Date:
REVIEW SET NOT FOR CONSTRUCTION 03/19/14

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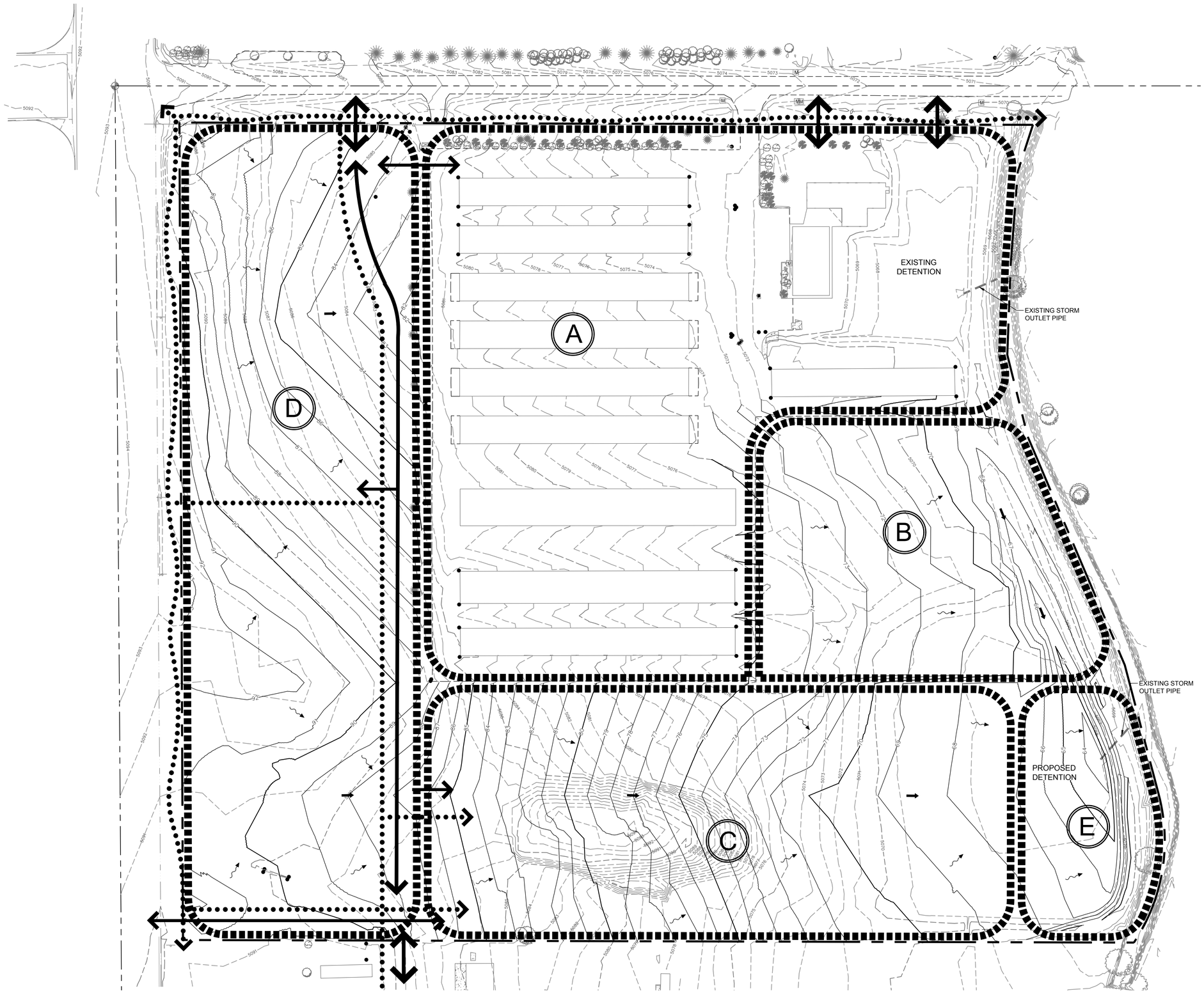
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200 South College Avenue, Suite 010
Fort Collins, Colorado 80524
PHONE: 970.221.4158 FAX: 970.221.4159
www.northernengineering.com

PROJECT: 975-001 | DESIGNED BY: C. Snowdon | DRAWN BY: C. Bowen | DATE: 03/19/14 | SCALE: 1"=200' | REVIEWED BY: B. CURTISS

MOUNTAIN PACIFIC - GDP
OVERALL SANITARY SEWER PLAN

Sheet 7 Of 8 Sheets

DRAWING FILENAME: G:\Projects\975-001\Engineering\975-001_UTIL - GDP.dwg LAYOUT NAME: 7 DATE: Jul 25, 2014 - 8:56am CAD OPERATOR: cody
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NORTH

50 0 50 100 150 Feet

(IN FEET)
1 inch = 50 ft.

LEGEND:

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED STORM INLET
- PROPOSED CONTOUR (93)
- EXISTING CONTOUR (5013)
- PROPOSED SWALE
- PROPOSED VERTICAL CURB & GUTTER
- PROJECT BOUNDARY
- LOT LINE
- PROPOSED FIRE HYDRANT
- PROPOSED SPOT ELEVATION (33.43)
- EXISTING SPOT ELEVATION (47.40)
- PROPOSED SLOPES (2.0%)
- PEDESTRIAN ACCESS RAMPS
- PROPOSED CONCRETE CROSS PAN (TYP.)

NOTES:

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2. REFER TO THE PLAT FOR LOT AREAS, TRACT SIZES, EASEMENTS, LOT DIMENSIONS, UTILITY EASEMENTS, OTHER EASEMENTS, AND OTHER SURVEY INFORMATION.

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PROJECT: 975-001
DESIGNED BY: C. Snowdon
DRAWN BY: C. Bowen
DATE: 03/19/14
SCALE: 1"=50'
REVIEWED BY: B. CURTISS

MOUNTAIN PACIFIC - GDP

GRADING PLAN

Sheet 8
Of 8 Sheets

DRAWING FILENAME: D:\Projects\975-001\Dwg\Civil\975-001_GRAD - GDP.dwg LAYOUT NAME: 8 DATE: Jul 03, 2014 - 9:22am CAD OPERATOR: cody
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General Development Plan - Loveland, Colorado

MOUNTAIN PACIFIC

The Northwest Quarter of Section 25, Township 6 North, Range 69 West of the 6th P.M., County of Larimer, State of Colorado

OWNERS CERTIFICATION

KNOW ALL MEN BY THESE PRESENTS THAT: A Storage Place- Ft. Collins, LLC. being all the lawful record owners of the property shown on this General Development Plan, except any existing public streets, roads, or highways, do hereby certify that we accept the conditions and restrictions set forth on said plan and in the conditions of approval by the City of Loveland, dated _____, and that we consent to the recordation of any information pertaining thereto.

By: Darryl Flaming Date: 4/10/06
Owner

By: _____ Date: _____
Owner

By: _____ Date: _____
Owner

STATE OF ~~COLORADO~~ CALIFORNIA)
) ss.
COUNTY OF ~~LARIMER~~ SAN DIEGO)

The foregoing instrument was acknowledged before me this 10th day of April 2006, by Darryl Flaming

Witness my hand and official seal.
My Commission expires 12-26-07

SUSAN D. PARKER Commission # 1458743 Notary Public - California San Diego County My Comm. Expires Dec 26, 2007

Notary Public

Address 2775 via De la Valle, Del Mar, CA 92014.

CERTIFICATION BLOCKS

Planning Certification

Approved this 13 day of MAR. 2007 by the Current Planning Manager of the City of Loveland, Colorado.

Current Planning Manager

Engineering Certification

Approved this 28th day of March, 2006 by the City Engineering Division of the City of Loveland, Colorado.
By: _____ Title: Sr. Civil Engineer

Attorney Certification

Approved this 27th day of March, 2007 by the City Attorney of the City of Loveland, Colorado.

City Attorney

Planning Commission Certification

Approved this 26th day of March 2006 by the City Planning Commission of the City of Loveland, Colorado.

Chairperson

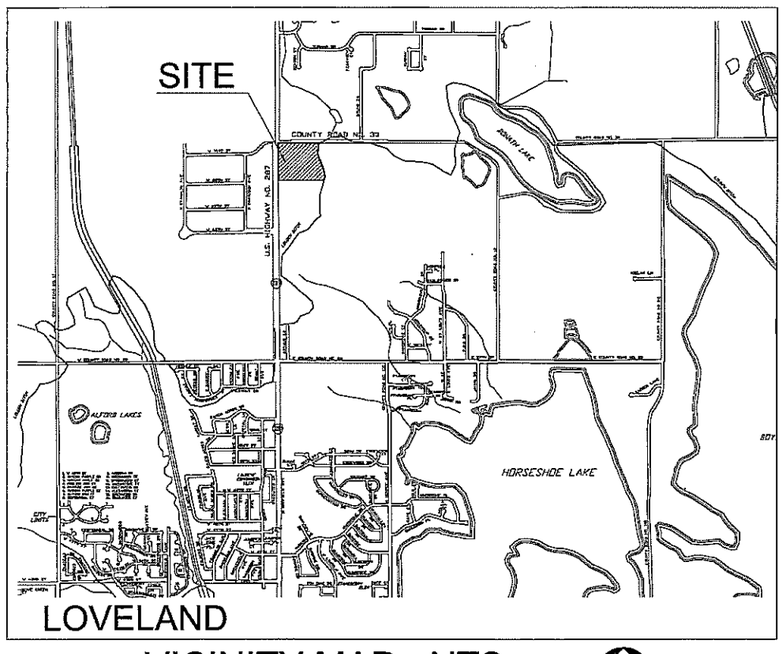
City Council Certification

Approved this 21 day of March 2007 by the City Council of the City of Loveland, Colorado.

Mayor

Teresa A. Andrews
Attest

CITY OF LOVELAND SEAL COLORADO



VICINITY MAP - NTS

SHEET INDEX

SHEET NUMBER	DESCRIPTION
1	Cover
2-3	Narrative
4	Typical Site Plan
5	Sub-Areas

April 7, 2006

CONDITIONS OF APPROVAL:

A. Annexation:

Conditions 1-9 (see annexation agreement on file with the City of Loveland)

B. General Development Plan:

Power:

10. For commercial developments, all metering equipment (including CT and/or PT cabinets, breakers and Main disconnects) must be on an outside wall of the building. Prior to designing the electrical system and prior to submitting an electrical permit, the Developer shall contact Steve Falk at 962-3586 for specific electric service, metering and CT requirements and locations.

Fire Prevention:

11. The GDP does not give a vested right for the proposed site plan exhibit.

12. A minimum of 2-points of access to each lot shall be provided to the site prior to approval of the PDP.

Transportation Development Review:

13. All future development within this PUD zone district shall comply with the public improvement design and construction standards adopted October 2002 and the Transportation Plan adopted October 2001 and any updates to either in effect at the time of site specific development application. Any and all variances from these standards and plans require specific written approval by the City Engineer.

14. The developer agrees to acquire, at no cost to the City, any off-site right-of-way necessary for mitigation improvements. Prior to the approval of any site specific development applications within this addition, the developer shall submit documentation satisfactory to the City Attorney and the City Engineer, establishing the developer's unrestricted ability to acquire sufficient public right-of-way for the construction and maintenance of any required street improvements to both adjacent and off-site streets.

15. Notwithstanding any conceptual information presented in the GDP, street layout, street alignments, access locations, intersection configurations and intersection operations (traffic controls) shall be determined at the time of application for PDP approval.

16. Notwithstanding any information presented in the Traffic Impact Study for the GDP, the developer shall provide any additional traffic information, corrections, revisions and analysis required by the City to verify compliance with the Adequate Community Facilities ordinance and other applicable codes or requirements at the time of review of site specific development plans. Future traffic impact studies for site specific development plans shall use a study area determined by considering the cumulative trip generation within the entire GDP (i.e. -traffic from the proposed use plus traffic from previously approved site specific development plans).

17. Unless designed and constructed by others, the developer shall design and construct the following public improvements, unless otherwise approved by the City Engineer. The timing and necessity of these improvements shall be determined during review and approval of future site specific development applications within this GDP:
a. South ½ of 71st Street from North Garfield Avenue (US287) to east property line of proposed development to major collector standards.
b. Eastbound right turn lane on 71st Street at the site access.
c. East ½ of North Garfield Avenue (US287) from the south property line of the proposed development to 71st Street to 6-lane arterial standards including any required off-site transitional tapers.

18. Any and all conditions of annexation shall apply to the General Development Plan, as appropriate.

Current Planning:

19. A 30 foot wide landscape buffer shall be planted along the southerly 600 feet of the eastern perimeter of the site, between the ditch ROW and all proposed and existing development. At a minimum, this bufferyard shall be planted with quantities equivalent to a Type C bufferyard, with no plant quantity reduction based on width. The portion of this buffer that lies between the existing fenced outdoor storage and the ditch may be reduced to 10 feet in width if the fence along the east side of the open storage is altered or replaced to provide screening of the storage area from the ditch corridor. This stretch of the bufferyard shall be landscaped with columnar junipers and compact evergreen trees such as Pinion Pine, planted at 20 foot on-center spacing, and medium size evergreen and deciduous shrubs between the trees at a rate of 15 shrubs per 100 feet. The shrubs shall be species that are suitable for habitat areas associated with the ditch corridor. The portion of the bufferyard along the existing outdoor storage area shall be planted before issuance of the first building permit on the site. The remainder of the bufferyard shall be planted as part of the phase that is adjacent to, or near, the ditch corridor.

20. The existing outdoor storage occurring on the site within the Area E of the GDP at the time of annexation shall be allowed to continue in compliance with all other provisions of the GDP, but may not be expanded outside of the boundaries of Area E of the GDP.

21. The minimum setback of parking lots from the west property line shall be 25 feet.

22. The minimum open space standard for Areas A, B and F shall be satisfied solely by the landscaped open space described in Sections 4.06 and 4.08 of the City of Loveland Site Development Performance Standards as "Screening of Unsightly Areas" and "Building Area Landscape", exclusive of any required landscape bufferyard, parking lot screening, or internal parking lot landscape, as set forth in the City of Loveland Site Development Performance Standards and Guidelines and the approved GDP.

23 All areas landscaped with grass or sod shall use types of grass that are drought-tolerant and require limited irrigation.

24. The GDP prohibition of fences along Hwy 287 and CR 30 shall also apply equally to walls except those used in combination with landscape and/or berms to accomplish quality parking lot screening.

25. All development and uses conducted on this property, including existing uses, shall be governed by the applicable sections of the Loveland Municipal Code, unless specifically set forth otherwise in the GDP, including, but not limited to, the Architectural Standards set forth in Chapter 18.53 of the Municipal Code.

26. All buildings along the Hwy 287 frontage shall be designed and constructed with sloping roofs with a minimum of 5:12 pitch.

27. The canopy structure for any convenience store, gasoline station, or drive-in facility shall be designed and constructed with a sloping roof matching the primary building for the use.

28. The site lay-outs depicted and labeled on sheet 5 of 5 shall be deemed as conceptual only, and approval of the General Development Plan does not grant or imply any approval of any specific site lay-out shown or implied thereon. All site specific designs shall be determined at the time of the Preliminary Development Plan and the Final Development Plan.

29. None of the uses listed as a Use by Special Review shall be approved by the City unless the special review application is submitted to the City subsequent to or accompanying an application for PDP and FDP for the GDP sub-area in which it is proposed.

30. The proposed "mixed-use dwelling unit" shall not be an approved use within this PUD. Before submitting the GDP mylars, this use and all related information shall be deleted from the GDP.

Mountain Pacific First Addition Business Park

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303-232-1991
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

APPLICANT:
THInc.
1601 Quail Hollow Drive
Fort Collins, CO.
80525

OWNER:
Darrel Flaming
A Storage Place-
Ft. Collins, LLC
P.O. Box 9443
Rancho Sante Fe, CA 92067
858-832-1056

PLANNER:
Land Images, Inc.
1136 E. Stuart St.
Suite 2040
Fort Collins, CO. 80525
970-472-8954

ENGINEER:
Northern Engineering Services, Inc.
420 S. Howes St.
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Refer to Civil Engineers or Construction Document drawings.

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GDP

MOUNTAIN PACIFIC FIRST ADDITION
General Development Plan
Loveland Colorado

		Revision:	04.07.06--mylar
Job:	03-08		
Drawn By:	SB	8.23.05--jlo	
Checked By:	MC	9.6.05--sb	
Date:	10/28/2004	11.10.05 -- jlo	

Sheet 1 of 5

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ATTACHMENT 5

Location and Existing Conditions

Mountain Pacific PUD is located in Larimer County on the northerly edge of the current Loveland limits on the corner of Highway 287 and W. 71st Street. There is currently an enclosed storage facility and Management Office in operation on site. A cemetery and funeral home is located to the North of the property. A Landscape Material business is located to the South of the property. To the west of the property is residential.

The property slopes from east to west. There are no significant physical features, natural areas, or wetlands. The Louden Ditch runs north and south along the outside the Eastern boundary of the property.

Development Concept

The development of the site is planned to offer a variety of retail, commercial, industrial and mixed uses within a close proximity of one another. The mixture of uses will provide employment opportunities and services for areas around the development. The project is within the Community Influence Area. This development plan satisfies the Comprehensive Plan and its desire to provide a variety of commercial services and employment as well as well as the opportunity for some mixed residential activity. Adjoining properties will be able to enjoy easy access to employment, services and retail uses. The intended street treatment will provide a consistent and pleasant environment for auto, bike and pedestrian uses within the site. The proposed uses are oriented to have compatible activity adjacent to each other and to create landscape and spatial separations when the uses might have conflicts. The perimeter of the sight will have streetscape designs and buffers to separate the site from arterial street impacts and to buffer the surrounding uses from the site.

Phasing

The Development for this site is expected to have a five year build out. The proposed outdoor storage for Lot 10 has an future plan for phasing in enclosed storage buildings.

Utilities/Public Facilities

Water:	Fort Collins/Loveland Water District
Sewer:	South Fort Collins Sanitation District
Electric:	City of Loveland
Natural Gas:	Xcel Energy
Telephone:	Qwest
Schools:	Thompson School District R2-J
Parks:	City of Loveland
Police/Fire:	City of Loveland

Data Summary Table

Existing Zoning:	C- Commercial -Larimer County	
Proposed Zoning:	PUD- City of Loveland	
Total Site Area (Net):	20.36 Ac	100%
Area A	1.77 Ac	8.69%
Area B	3.68 Ac	18.05%
Area C	3.97 Ac	19.48%
Area D	1.19 Ac	5.85%
Area E	2.22 Ac	10.89%
Area F	7.54 Ac	37.05%

Definitions and Terms of Land Use Types

Mixed Use Dwelling Unit: A building that will have two or more different uses including, but not limited to, residential, office, retail, public uses, personal service or entertainment uses, designed, planned and constructed as a unit.

Land Use Information Table

Area A (Convienience/Commercial/Retail/Residentail/Recreational/Institutional)

Total Site Area	2.32 Acres Gross 1.77 Acres Net
Maximum FAR	C-Store Pad- 0.15 to 1 FAR if standard development and 0.20 to 1 FAR for reverse mode design Commercial/Retail-.45 to 1 Floor to Lot Area Ratio Research Labs/Institutional/Civic/Public/Miscellaneous- .50 to 1 Floor to Lot Area Ratio Other Non-Residential Uses- .30 to 1 Floor to Lot Area Ratio
Maximum Building Height	40 Feet
Minimum Building Setbacks	To a Public ROW along 287 Highway & C.R. 30 - 40 feet To any other Public ROW - 25 Feet To a Building within Development - 25 Feet To a Property Line - 25 Feet
Minimum Parking Setbacks	25' from property line
Minimum Open Space	10 Percent

Area B (Commercial/Retail/Residential/ Recreational/Institutional)

Total Site Area	4.69 Acres Gross 3.68 Acres Net
Maximum FAR	Commercial/Retail- .45 to 1 Floor to Lot Area Ratio Research Labs/Institutional/Civic/Public/Miscellaneous- .50 to 1 Floor to Lot Area Ratio Other Non-Residential Uses- .30 to 1 Floor to Lot Area Ratio
Maximum Building Height	40 Feet
Minimum Building Setbacks	To a Public ROW along 287 Highway & C.R. 30 - 40 feet To any other public ROW - 25 Feet To a Building - 25 Feet To a Zoning District Line - 25 Feet
Minimum Parking Setbacks	25' from property line
Minimum Open Space	10 Percent

Area C (Commercial/Retail/Residential/Industrial/Flex Recreational/Institutional)

Total Site Area	3.97 Acres Net
Maximum FAR	Commercial/Retail- .45 to 1 Floor to Lot Area Ratio Research Labs/Institutional/Civic/Public/Miscellaneous- .50 to 1 Floor to Lot Area Ratio Industrial- .50 to 1 Floor to Lot Area Ratio Other Non-Residential Uses- .30 to 1 Floor to Lot Area Ratio
Maximum Building Height	40 Feet
Minimum Building Setbacks	To Public ROW - 25 Feet To a Building within Development - 25 Feet To a Property Line - 25 Feet
Minimum Open Space	10 Percent

Area D (Open Space/Detention/ Recreational)

Total Site Area	1.19 Acres Net

Areas E and F (Open Storage/Enclosed Storage/ Recreational)

Total Site Area	Area E (proposed)- 2.22 Acres Net Area F (existing)- 7.70 Acres Gross 7.54 Acres Net
Maximum FAR	Commercial/Retail- .45 to 1 Floor to Lot Area Ratio Other Non-Residential Uses- .30 to 1 Floor to Lot Area Ratio
Maximum Building Height	40 Feet
Minimum Building Setbacks	To any other Public ROW - 25 Feet To a Building within Development - 25 Feet To a Property Line - 25 Feet
Minimum Open Space	10 Percent

Permitted Uses

For Sub Areas A-E
- **Recreational.** (a) neighborhood parks, (b) open lands/natural areas; (c) City/School recreation areas; and (d) trails.

For Sub Areas A-C
- **Residential.** (a) mixed-use dwelling unit.
- **Institutional/Civic/Public/Miscellaneous.** (a) nursing home; (b) place of worship and assembly; (c) community facilities; (d) community halls; (e) personal wireless service facilities located on an existing tower in accordance with the Loveland Zoning Ordinance; (f) bus stops and shelters; and (g) public and private schools for elementary and intermediate school education.
- **Commercial/Retail.** (a) child care centers; (b) professional offices/clinics; (c) banks, savings and loan and finance companies; (d) personal and business service shops; (e) parking lots; (f) veterinary small animal hospitals; (g) veterinary small animal clinics; (h) hotels and motels; (i) membership clubs and lodges; (j) recreational uses and theaters, indoor; (k) print shops with no more than three thousand (3,000) square feet of gross floor area; (l) restaurants and other eating and drinking places, indoor; (m) retail stores; (n) food catering; (o) limited indoor recreation use; (p) bed and breakfast; (q) bars; (r) parking garages; (s) grocery stores; and (t) convenience grocery stores with gasoline stations and fuel sales.

For Sub Area C
- **Industrial.** (a) light manufacturing; (b) workshop and custom small industry; and (c) research laboratories.

For Sub Areas E-F
- **Enclosed/Open Storage** (a) self-service storage facilities, including screened outdoor storage of bulk items including boats, recreational vehicles, campers, automobiles and recreational trailers; not allowing engine repair work and oil changes on stored vehicles; no storage of paint, gasoline, petroleum-based products, hazardous materials, highly toxic or volatile chemicals

Uses By Special Review

For Sub Areas A-C
- **Institutional/Civic/Public/Miscellaneous.** (a) essential public utility uses, facilities, services, and structures other than those primarily serving the City; (b) personnel wireless service facilities other than those located on an existing tower in accordance with the Loveland Zoning Ordinance; (c) transit facilities; and (d) public and private schools for college and university education and vocational and technical training schools.
- **Commercial/Retail.** (a) recycling collection facilities; (b) open-air farmers markets; (c) print shops with more than three thousand (3,000) square feet of gross floor area; (d) outdoor recreation facilities; (e) massage establishments; (f) convention and conference centers; (g) domestic animal day care facilities; (h) kennels; (i) plant nurseries and greenhouses; (j) supermarkets; (k) veterinary facilities, hospital; (m) funeral homes; (n) restaurants, fast food; (o) restaurants, drive-in; (l) retail stores with vehicle servicing; (m) vehicle minor repair, servicing, and maintenance; (n) vehicle rentals for cars, light trucks, and light equipment; (o) vehicle sales and leasing for cars and light trucks; (p) car washes; (q) nightclubs; (r) lumber yards; (s) large retail establishments;(t) truck stops; (u) unlimited indoor recreational uses and facilities; (v) vehicle major repair, servicing, and maintenance; (w) vehicle rentals for heavy equipment, large trucks, and trailer; and (x) animal boarding.

Design Standards

In addition to the applicable design standards and guidelines set forth in the City of Loveland Zoning Ordinance, as well as the City of Loveland Site Development Performance Standards and Guidelines, all buildings containing a non-residential use shall also comply with the following additional standards. In case on any conflict or inconsistency between the City of Loveland Zoning Ordinance and/or the City of Loveland Site Development Performance Standards and Guidelines and the design standards set forth below, the more restrictive shall apply, unless approved otherwise by the Current Planning Manager of the City of Loveland.

Orientation to Connecting Walkways
At least one (1) main entrance of any commercial or mixed-use building shall face and open directly onto a walkway connected to a public sidewalk.

Minimum Wall Articulation
- Building bays shall be a maximum of thirty (30) feet in width. Bays shall be visually established by architectural features such as columns, ribs or pilasters, piers and fenestration pattern.
- No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty (30) feet without including at least two (2) of the following: change in plane, change in texture or masonry pattern, windows, trellis with vines, control or expansion joint patterns; or an equivalent element that subdivides the wall into human scale proportions.
- All sides of the building visible from public rights-of-way or other public places shall include materials and design characteristics consistent with those on the front.

Delivery/Loading Operations
No delivery, loading, trash removal or compaction, or other such operations shall be permitted between the hours of 10:00 p.m. and 7:00 a.m., unless the applicant submits evidence that sound barriers between all areas for such operations effectively reduce sound levels to those set forth in the Loveland City Code.

Rooftop Mechanical Units
Rooftop mechanical units and other miscellaneous rooftop equipment shall be screened from view from public rights-of-way. Screening materials shall be of the same or comparable material, texture and color as the materials used on the building.

Cart Storage and Vending Machines
Cart corrals, cart storage areas, vending machines, newspaper racks, video and book return containers, and wall mounted telephones shall be placed inside the principal building, placed in an accessory structures designed to complement the principal building, or screened with walls and landscaping.

Building Mass
Building mass shall not exceed a height/width ratio of 1:3 without substantial variation in massing that includes a change in height and projecting or recessed element.
A single, large, dominant building mass should be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings. Changes in mass should be related to entrances, the integral structure and/or the organization of interior spaces and activities and not merely for cosmetic effect. False fronts or parapets create an insubstantial appearance and should be avoided.

Façade Treatments
- Side or rear walls that face walkways may include false windows and door openings defined by frames, sills and lintels, or similarly proportioned modulations of the wall, only when actual doors and windows are not feasible because of the nature of the use of the building.
- Facades that face streets or connecting pedestrian frontage should be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, trellis with vines, along no less than fifty (50) percent of the facade.
- Facades on existing storage will be phased to improve the exterior appearance of the metal building. All buildings along the 287 frontage shall be designed and constructed with sloping roofs with a minimum of 5:12 pitch.

Entrances
Primary building entrances should be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.

Awnings
Awnings should be no longer than a single storefront and relate to the articulation of the building facade.

Base and Top Treatments
- All facades should have a recognizable "base" consisting of (but not limited to) three (3) or more of the following.

Industrial / warehouses use shall consist of one (1) of the following:
- o thicker walls, ledges or sills;
- o integrally textured materials such as stone or other masonry;
- o integrally colored and patterned materials such as smooth-finished stone or tile;
- o lighter or darker colored materials, mullions or panels; or planters.

- All facades should have a recognizable "top" consisting of (but not limited to) two (2) or more of the following:
- o cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials;
- o sloping roof with overhangs and brackets; or
- o stepped parapets.
- o Industrial / warehouse use shall have the appearance of a sloped roof from the front elevation.

Connectivity
The site design should provide direct connections and safe street crossings to adjacent land uses.

Design Standards - Gas Stations and Convenience Grocery Stores with Fuel Sales

Floor Area Ratios
The maximum floor area ratio (FAR) for such sites shall be 0.15, except that for "reverse mode site design", the FAR shall be 0.20. The gross floor area shall include the area directly under all gas island canopies and other accessory structures.

Location
Gas stations and convenience stores with fuel sales shall be located only along arterial or major collector streets.

Signs
- Monument signs will be located within the landscape buffer area along Hwy 287.
- All signs for such uses shall conform to the requirements and limitations set forth in the Loveland Zoning Ordinance.
- No sign advertising, identifying, or directing the attention of the public to any specific food(s) items or products, not including beverages, that are offered for sale and/or consumption on the premise as part of the accessory sales shall be visible beyond the boundaries of the premise.

Canopy Design
No canopies on such sites shall exceed 16.5 feet in total height. Canopies shall be architecturally integrated with the primary building on the site, and all accessory buildings and structures on the site shall be architecturally integrated with the primary building, through the use of the same or complementary materials, design motif and colors. The canopy structure for any convenience store, gasoline station, or drive-in facility shall be designed and constructed with a sloping roof matching the primary building for the use.

Materials and Colors
All materials and colors used on both structural and architectural surfaces shall be subdued, earth tone colors, with the intent of promoting a harmonious appearance of the structures and the natural surroundings, as well as with appearance themes or standards of any surrounding development. Any landscape walls shall also match the exterior materials and colors used on the principal structure. Bright accent colors, intended to express corporate or business logos, shall be used only on a limited basis and shall not be internally illuminated, except for any portions thereof that are permitted by the City as a sign.

Screening of Gasoline Service Islands and Pumps
Landscaping materials and screening berms or walls shall be installed along all portions of the street frontage necessary, in order to screen from view the gasoline service islands and pumps and any other product dispensing areas from all abutting public streets and residentially zoned properties. No wooden fences or walls shall be used for these purposes. These requirements shall be in addition to and made part of all other landscape requirements stipulated by the City of Loveland Zoning Ordinance.

Mountain Pacific
First Addition
Business Park

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GDP Narrative

MOUNTAIN PACIFIC FIRST ADDITION
General Development Plan
Loveland Colorado

Job: 03-08	Revision: 04.07.06--mylar
Drawn By: SB	9.23.05--jho
Checked By: MC	9.6.05--so
Date: 10/26/2004	11.10.05 -- jho

Sheet 2 of 5

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Other Screening Requirements
All heating, air conditioning, refrigeration, ventilation or other mechanical equipment located on the exterior of any building or structure shall be screened from view on all sides that are visible as viewed from the abutting street frontage or any adjacent residential properties.

Dimensional Standards
- The minimum distance between parallel fuel pump islands shall be twenty-five (25) feet.
- The minimum distance from the outside edge of the fuel pump island and a required drive lane shall be no less than twelve (12) feet. The minimum distance from the end of a fuel pump island and a required drive lane shall be no less than fifteen (15) feet.

Restrictions on Fast Food or Drive-Through Restaurants
No fast food or drive- through restaurant shall be operated in conjunction with a convenience store, with or without fuel sales, on the same site and/or within the same building without first obtaining from the City approval of a special review use.

Outdoor Lighting
a. Lighting levels on aprons and under canopies shall be adequate to facilitate the activities taking place in such areas. Except for signs allowed under the regulations set forth in the Loveland City Code, lighting of such areas shall not be used to attract attention to the business.
b. Areas on the apron away from the gasoline pump island used for parking or vehicle storage shall be illuminated in accordance with the requirements for parking lots in the Loveland City Code. If no gasoline pumps are provided, then the entire apron shall be lighted in conformance with the Loveland City Code.
c. Areas around the pump islands and under canopies shall be illuminated so that the minimum horizontal illumination at grade level is at least one (1.0) foot-candle and no more than five and five tenths (5.5) foot-candles. The uniformity ration (ration of average to minimum luminance) shall be no greater than four to one (4:1), which yields an average illumination level of no more than twenty-two (22.0) foot-candles.
d. Light fixtures mounted on canopies shall be recessed so that the lens cover is recessed or flush with the bottom surface (ceiling) of the canopy and/or shielded by the fixture or the edge of the canopy so that light is restrained to no more than 85 degrees from vertical, as illustrated in the Loveland City Code. The material and color used on the underside of the canopy shall not be highly reflective, with the intent of minimizing the amount and intensity of light which reaches beyond the site boundaries.
e. Lights shall not be mounted on the top or sides (fascias) of the canopy and the sides (fascias) of the canopy shall not be illuminated.

Landscape & Fencing Design Standards

Landscape treatments shall meet the requirements of the Loveland City Code and the A Plan for the Region Between Fort Collins and Loveland, except that specific buffer yard, screening and street treatments may be varied when approved as a part of an approved Preliminary and Final Development Plan. Fencing shall be consistent with the Loveland City Code, except that specific fencing, hedge or wall treatments may be varied when approved as a part of an approved Preliminary and Final Development Plan.

Overall Concept
Major street trees shall line the buffer yards along all arterial and collector streets. These shall be in a colonnade fashion on 30 to 50 foot centers depending on final selection of species. Entryways into the project shall have a landscaped identification area for signage and landscaping. Lots adjacent to U.S. Highway 287 shall implement setbacks and bufferyards as required by the Loveland City Code. Areas within and adjacent to the drainage way and adjacent detention ponds shall be landscaped to create a natural area appearance. The initial overlot grading will establish the rough alignment of the drainage way. Subsequent adjacent development will finish grade and landscape the area of the drainage way adjacent to the developing parcel. Trees such as Cottonwood, Willows and Poplar will be added with shrubs such as chokecherry, sumac and other appropriate plantings to establish a feeling of a natural area. Landscaping elements shall utilize clustering of deciduous and coniferous material to add to the natural feel. All areas landscaped with grass or sod shall use types of grass that are drought-tolerant and require limited irrigation.

Edge Treatments and Streetscape
Perimeter locations where development abuts an open space, natural area, common walkways, or public park may be open or will have an open style fence, or if a solid fence is desired, a height of no taller than four feet will be allowed. The open fencing may be split rail or standard two or three rail fence.
All edges located along an arterial street shall have a detached sidewalk. Similar edges on a collector will include either a detached or attached walk. The Convenience Store Lot shall not include any fencing on the site perimeter adjacent to any street frontage. The Commercial / Retail and Commercial / Warehouse areas may use an open wrought iron fencing or open rail fencing along the perimeter areas adjacent to any street.
Landscape buffering will be used to block any external and internal views of existing storage. Buffers between differing land uses shall have a bufferyard per the requirements within the Loveland City Code, including earth berming and fencing to block undesirable views.

Fencing
Fences shall not be located along U.S. Highway 287 or County Road 30. They shall be placed along the private drive and utilized in the screening of the adjacent storage facilities. This shall apply equally to walls except those used in combination with landscape and/or berms to accomplish quality parking lot screening.

Fences located between Open Storage and Existing Residential shall be fenced utilizing a solid privacy fence not to exceed six feet in height.

Areas adjacent to open space, common areas or the natural drainage channel shall have the option of incorporating either the split rail or standard two or three rail style fences.

Circulation

Arterial Streets
Highway 287 is an existing major arterial street.

Collector Streets
East County Road 30/ West 71st Street is an existing collector street.

Private Access Drive
Internal private access drives are to be constructed consistent with City design standards and current engineer codes.

Pedestrian
- Pedestrian links will be constructed by the developer as a part of each development plan. Continuous internal pedestrian walkways will permit ease of circulation for pedestrians to access all mixed-use, institutional, and commercial buildings. Pedestrian walks shall be no less than 5 feet in width and will meet all ADA requirements.
- At a minimum, walkways should connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and store entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers or other such materials for no less than fifty (50) percent of the length of the walkway.
- Internal pedestrian walkways should be provided weather protection features such as awnings or arcades within thirty (30) feet of all customer entrances.
- All internal pedestrian walkways should be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks or scored concrete.
- Sidewalks, no less than five (5) in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting a public parking lot, and shall adhere to Loveland City Code. Such sidewalks shall be located at least six (6) feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the facade.

Parking**

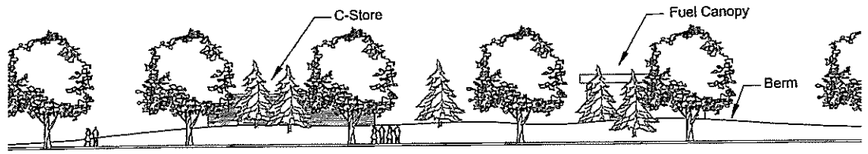
Convenience Store - 1 space for every 200 square feet of floor space*

Industrial Uses - 1 space for every 450 square feet of floor area or 1 for every 2 employees, whichever is greater*

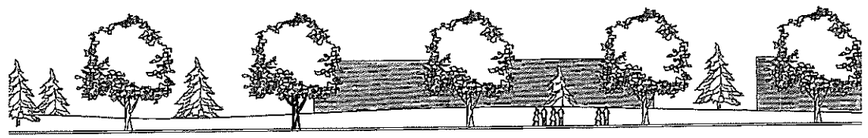
Commercial/ Retail Uses - 1 space for every 300 square feet of floor area*

Professional Offices - 1 space for every 250 square feet of floor area*

*Parking requirements based on current land code
**Will be based on the current land code at time of development

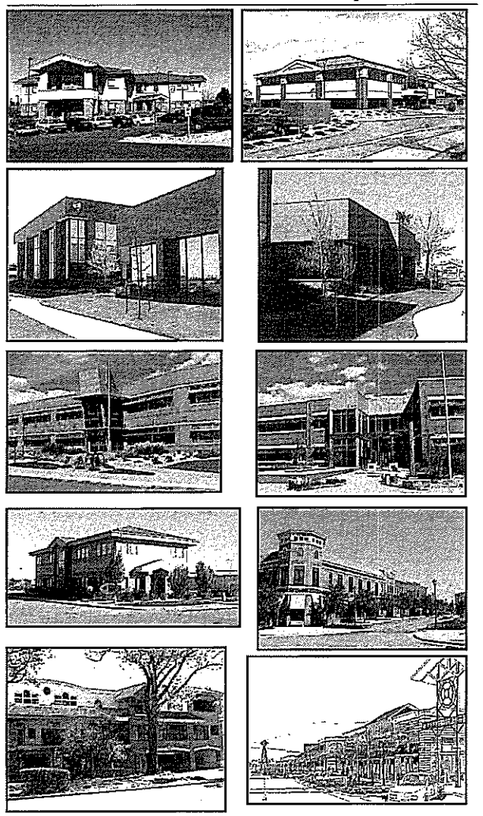


Prototypical West Elevation of C-Store and Buffer Yard along U.S. 287



Prototypical West Elevation of Commercial / Retail and Buffer Yard along U.S. 287

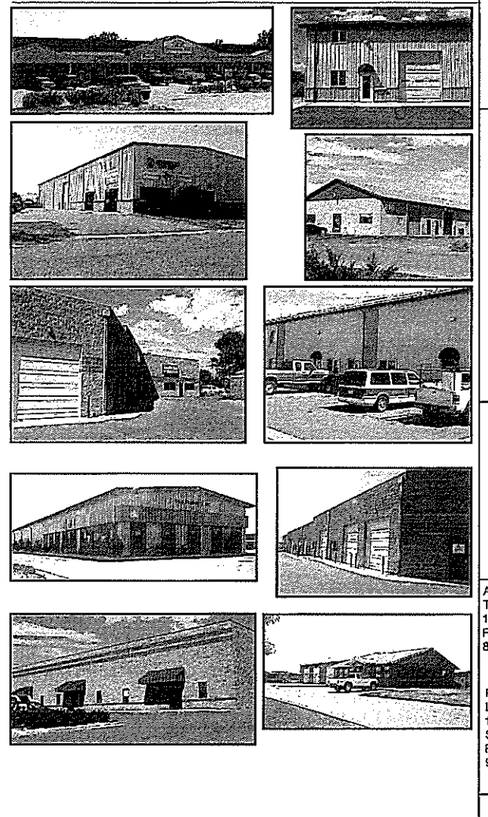
Commercial/Retail/Mixed Use Architectural Examples



Fencing Examples



Industrial Architectural Examples



Data Summary Table

Gross Calculation

Use Description	SQUARE FEET (AREA)	ACRES (AREA)	PERCENT OF TOTAL
Proposed Building Coverage	56,247.00	1.29	5.85%
Existing Building Coverage (Storage)	89,080.30	2.05	9.26%
Landscape / Open Space	280,578.03	6.44	29.16%
ROWs, Streets, Parking	447,228.03	10.27	46.49%
Open Storage	88,938.50	2.04	9.24%
Totals	962,071.86	22.09	100.00%

Gross calculations include the east 1/2 ROW of U.S. Highway 287.
Gross calculations include the south 1/2 ROW of E. CR 30/W. 71st St.

Net Calculation

Use Description	SQUARE FEET (AREA)	ACRES (AREA)	PERCENT OF TOTAL
Proposed Building Coverage	56,247.00	1.29	6.34%
Existing Building Coverage (Storage)	89,080.30	2.05	10.04%
Landscape / Open Space	257,006.53	5.90	28.97%
ROWs, Streets, Parking	395,795.24	9.09	44.62%
Open Storage	88,938.50	2.04	10.03%
Totals	887,067.57	20.36	100.00%

Net calculations exclude the east 1/2 ROW of U.S. Highway 287
Net calculations exclude the south 1/2 ROW of E. CR30/W. 71st St.

Commercial lots along U.S. Highway 287 consist of an average landscape percentage of 35%.

Industrial lots consist of an average landscape percentage of 15%

Mountain Pacific
First Addition
Business Park

CALL UTILITY NOTIFICATION CENTER OF COLORADO
1-800-922-1987
303-232-1991
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

APPLICANT:
THinc.
1601 Quail Hollow Drive
Fort Collins, CO.
80525

OWNER:
Darrel Fleming
A Storage Place-
Ft Collins, LLC
P.O. Box 9443
Rancho Sante Fe, CA 92067
858-832-1056

PLANNER:
Land Images, Inc.
1136 E. Stuart St.
Suite 2040
Fort Collins, CO. 80525
970-472-8954

ENGINEER:
Northern Engineering
Services, Inc.
420 S. Howes St.
Suite 202
Fort Collins, CO. 80521
970-221-4158

This is a PLANNING document only.
NOT FOR CONSTRUCTION.
Refer to Civil Engineers or Construction Document drawings.

LAND IMAGES INC
Landscape Architecture • Site Planning • Consulting
970.472.8954
970.472.8955
landimages@att.com
1136 E Stuart Street, Suite 2040
Fort Collins, CO 80525
www.LandImagesInc.com

GDP Narrative

MOUNTAIN PACIFIC FIRST ADDITION
General Development Plan
Loveland Colorado

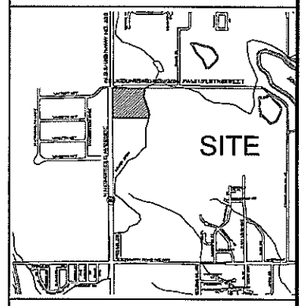
Job:	03-08
Drawn By:	SB
Checked By:	MC
Date:	10/28/2004

Revision:	04.07.06--mylar
	8.23.05--jlo
	9.6.05--sb
	11.10.05 -- jlo

Sheet 3 of 5

D:\2003\03-08 Mtn Pacific Park\GDP\CAD\03-08-Narrative.dwg, 3, 4/7/2006 11:21:42 AM

Mountain Pacific
First Addition
Business Park



Net Calculations

Use Description	SQUARE FEET (AREA)	ACRES (AREA)	PERCENT OF TOTAL
Area A	77,093	1.77	8.69%
Area B	160,096	3.68	18.05%
Area C	172,758	3.97	19.48%
Area D	51,924	1.19	5.85%
Area E	96,646	2.22	10.89%
Area F	328,622	7.54	37.05%
Totals	887,068	20.36	100.01%

LEGEND

- Exterior Vehicular Linkage
- Interior Vehicular Linkage
- Development Sub-Areas

CALL UTILITY NOTIFICATION CENTER OF COLORADO
1-800-922-1987
303-232-1991
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

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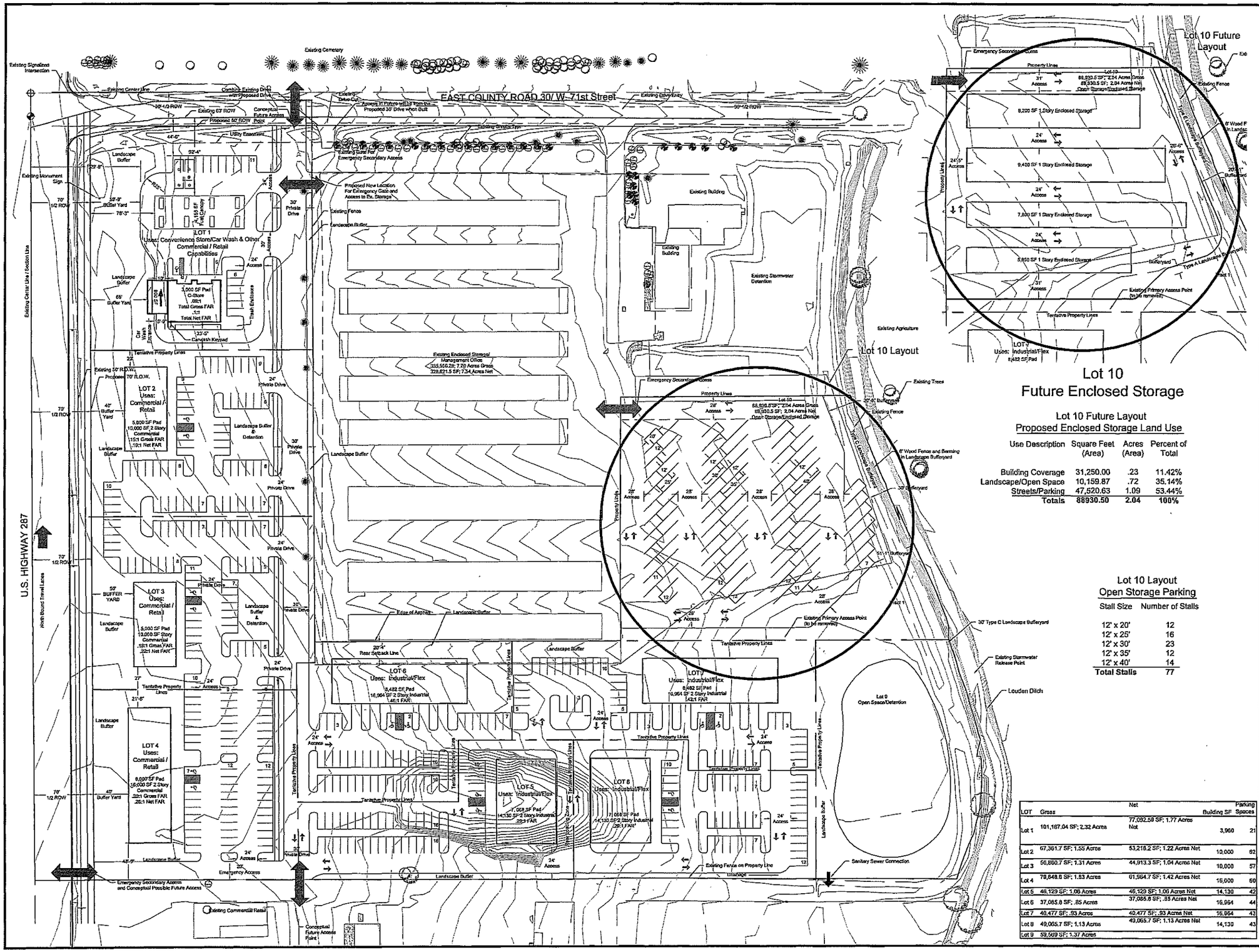
0 25 50 100 150
Scale: 1"=50'

GDP
General Development Plan
Sub Area Map

MOUNTAIN PACIFIC FIRST ADDITION
General Development Plan
Loveland Colorado

Job: 03-08	Revision:	04.07.06--mylar
Drawn By: SB	8.23.05--jro	
Checked By: MC	9.6.05--sb	
Date: 10/28/2004	11.10.05 -- jro	

Sheet 4 of 5



Lot 10
Future Enclosed Storage

Lot 10 Future Layout
Proposed Enclosed Storage Land Use

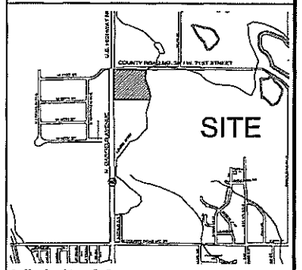
Use Description	Square Feet (Area)	Acres (Area)	Percent of Total
Building Coverage	31,250.00	.23	11.42%
Landscape/Open Space	10,159.87	.72	35.14%
Streets/Parking	47,520.63	1.09	53.44%
Totals	**88930.50**	**2.04**	**100%**

Lot 10 Layout
Open Storage Parking

Stall Size	Number of Stalls
12' x 20'	12
12' x 25'	16
12' x 30'	23
12' x 35'	12
12' x 40'	14
Total Stalls	**77**

LOT	Gross	Net	Building SF	Parking Spaces
Lot 1	101,167.04 SF; 2.32 Acres	77,092.59 SF; 1.77 Acres Net	3,960	21
Lot 2	67,361.7 SF; 1.55 Acres	53,218.2 SF; 1.22 Acres Net	10,000	62
Lot 3	56,860.7 SF; 1.31 Acres	44,913.3 SF; 1.04 Acres Net	10,000	57
Lot 4	79,848.6 SF; 1.83 Acres	61,964.7 SF; 1.42 Acres Net	16,000	69
Lot 5	46,129 SF; 1.06 Acres	46,129 SF; 1.06 Acres Net	14,130	42
Lot 6	37,085.8 SF; .85 Acres	37,085.8 SF; .85 Acres Net	16,964	44
Lot 7	40,477 SF; .93 Acres	40,477 SF; .93 Acres Net	16,964	43
Lot 8	49,065.7 SF; 1.13 Acres	49,065.7 SF; 1.13 Acres Net	14,130	43
Lot 9	59,509 SF; 1.37 Acres			

Mountain Pacific
First Addition
Business Park



Vicinity Map Scale: 1"=2000'

CALL UTILITY NOTIFICATION CENTER OF COLORADO
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303-232-1991
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970-221-4158

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Refer to Civil Engineers or Construction Document drawings.

0 25 50 100 150
Scale: 1"= 50'

LAND IMAGES, INC.
1136 E Stuart Street, Suite 2040
Fort Collins, CO 80525
970.472.8954
970.472.8955
landimages@aol.com
www.landimagesinc.com

GDP
Typical Site Plan
Illustrative Purposes Only

MOUNTAIN PACIFIC FIRST ADDITION
General Development Plan
Loveland Colorado

Job:	03-08
Drawn By:	SB
Checked By:	MC
Date:	10/29/2004
Revision: 04.17.05	
8.23.05-jlo	
9.6.05-so	
11.10.05 – jlo	
04.07.06–mylar	

Sheet 5 of 5

MOUNTAIN PACIFIC FIRST ADDITION

BEING AN ANNEXATION OF PORTIONS OF THE NORTHWEST QUARTER OF SECTION 25, SOUTHWEST QUARTER OF SECTION 24, AND SOUTHEAST QUARTER OF SECTION 23, ALL IN TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

PROPERTY DESCRIPTION FOR MOUNTAIN PACIFIC FIRST ADDITION:

Those portions of the Northwest Quarter of Section 25, Southwest Quarter of Section 24, and Southeast Quarter of Section 23, all in Township 6 North, Range 69 West of the 6th P.M., County of Larimer, State of Colorado being more particularly described as follows:

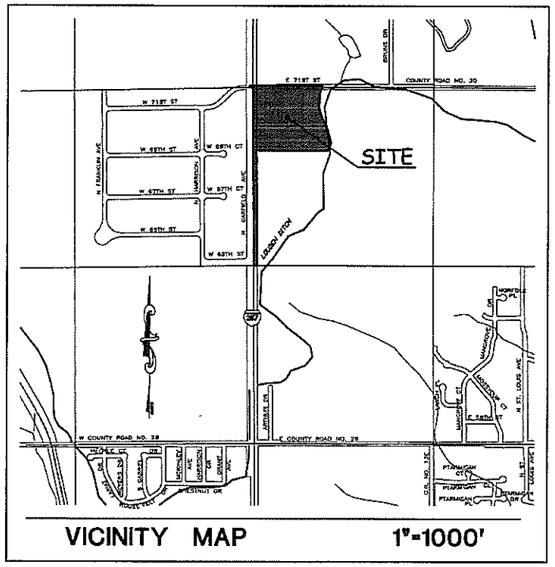
Considering the West line of the Northwest Quarter of said Section 25 as bearing North 00°15'00" West and with all bearings contained herein relative thereto;

BEGINNING at the Northwest corner of the Northwest Quarter of said Section 25; thence along the Northerly and Easterly lines of the Longview–Midway Fourth Addition to the City of Loveland, Colorado South 89°02'12" West 50.00 feet; and again North 00°15'00" West 30.00 feet; thence along the Easterly prolongation of the Northerly right of way of West 71st Street as shown on the plat of said Longview–Midway Fourth Addition North 89°02'12" East 49.92 feet, more or less, to a point on the Westerly prolongation of the Northerly right of way of Larimer County Road 30; thence along said prolongation and said Northerly right of way South 89°50'41" East 1025.18 feet, more or less, to a point on the Northerly prolongation of the approximate centerline of the Louden ditch as described at Reception Number 93002586, records of said County; thence departing said Northerly right of way and along said approximate centerline the following seven (7) courses and distances:

1) South 17°53'40" West 127.36 feet;
2) South 04°21'54" West 100.32 feet;
3) South 02°11'11" West 100.14 feet;
4) South 14°02'35" East 92.55 feet;
5) South 23°00'37" East 270.89 feet;
6) South 14°41'30" East 146.50 feet

to the beginning of a tangent curve concave to the Northwest having a central angle of 48°29'59" and a radius of 199.50 feet, the long chord of which bears South 09°33'30" West 163.88 feet; thence Southwesterly along the arc of said curve and said approximate centerline 168.87 feet; thence departing said approximate centerline and non–tangent from said curve North 89°50'41" West 1058.60 feet, more or less, to a point on the Easterly right of way of U.S. Highway No. 287; thence along said Easterly right of way South 00°15'00" East 1716.66 feet; thence departing said Easterly right of way North 89°28'17" West 50.00 feet, more or less, to the Southwest corner of the Northwest Quarter of said Section 25, said point also being the Southeast corner of said Longview–Midway Fourth Addition; thence along the West line of said Northwest Quarter and along the Easterly line of said Longview–Midway Fourth Addition North 00°15'00" West 2649.84 feet, more or less, to the Northwest corner of the Northwest Quarter of said Section 25, said point also being the TRUE POINT OF BEGINNING.

The above–described parcel contains 25.16 acres, more or less, and is subject to all existing easements and/or rights of way of record.



OWNERSHIP INFORMATION:

A Storage Place – Ft. Collins, LLC
16238 San Dieguito Road, Suite 2–24
Rancho Sante Fe, California 92067

SITE ADDRESS:

232 East County Road 30
Loveland, Colorado 80538

GENERAL NOTES:

1. This project is subject to a Annexation Agreement which has been recorded in the Real Property records in the Office of the Larimer County Clerk and Recorder.
2. This property is subject to a General Development Plan which is on file with the City of Loveland.
3. A surcharge of 5% will be added to all bills for the sale of electric power to additional services which came into the existence after January 31, 1987, within the territory herein annexed which surcharge will expire ten years after effective date of this annexation.
4. Basis of bearings for this survey are based on an assumed bearing of North 00°15'00" West on the West line of the Northwest Quarter of Section 25, Township 6 North, Range 69 West of the 6th P.M., County of Larimer, State of Colorado.

ANNEXATION DATA TABLE

1.	Contiguity to City Limits:	2,779.84 feet
2.	Total Allowable Annexation Limits:	16,679.04 feet
3.	Total Annexation Boundary:	7,636.83 feet

MAYOR'S CERTIFICATE:

This Map is approved by the City Council of the City Council of the City of Loveland, Larimer County, Colorado, by Ordinance No. 5068, passed on second reading on this 16 day of March, 2009 for filing with the Clerk and Recorder of Larimer County.

By: _____ Mayor

ATTEST: _____ City Clerk

SEAL — CITY OF LOVELAND — COLORADO

SURVEYOR'S CERTIFICATE:

I, Steven John Stencel, a Registered Professional Land Surveyor in the State of Colorado, do hereby certify that the Annexation Map shown hereon is a reasonably accurate depiction of the parcel of land legally described hereon and, to the extent described herein, that at least one–sixth (1\6) of the peripheral boundary of said parcel is contiguous to the boundary of the City of Loveland, Colorado. The Map was compiled using existing plats, deeds, legal descriptions, known information and other documents and is not based on a field survey nor should it be construed as a boundary survey.

Prepared by and on behalf of:
INTERMILL LAND SURVEYING, INC.
1301 North Cleveland Avenue
Loveland, Colorado 80537
(970) 669–0516

Steven John Stencel
Colorado PLS 30462

COLORADO REGISTERED — STEVEN JOHN STENCEL — 30462 — PROFESSIONAL LAND SURVEYOR

STATE OF COLORADO)
)SS
COUNTY OF LARIMER)

The foregoing instrument was acknowledged before me this 16th day of February, 2007, by Steven John Stencel for and on behalf of Intermill Land Surveying, Inc.

Witness my hand and official seal.

My Commission expires 1-25-09

Notary Public

JAMES BUNKERS
NOTARY PUBLIC
STATE OF COLORADO
My Commission Expires 01/25/2009

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

INTERMILL LAND SURVEYING, INC.
1301 NORTH CLEVELAND AVENUE LOVELAND, COLORADO 80537 BUS. (970)–669–0516 / FAX (970)–635–9775

REVISIONS:	BY:	DATE:
Revisions per City comments	SJS	2–8–05
Revisions per City comments	SJS	10–10–05
Add right of way dedication reception number and revise dates	SJS	2–16–07

DATE: 08–21–03 DRAWN BY: MJM
SCALE: N/A CHECKED BY: _____
APPROVED BY: _____

CLIENT: A STORAGE PLACE–FORT COLLINS, LLC

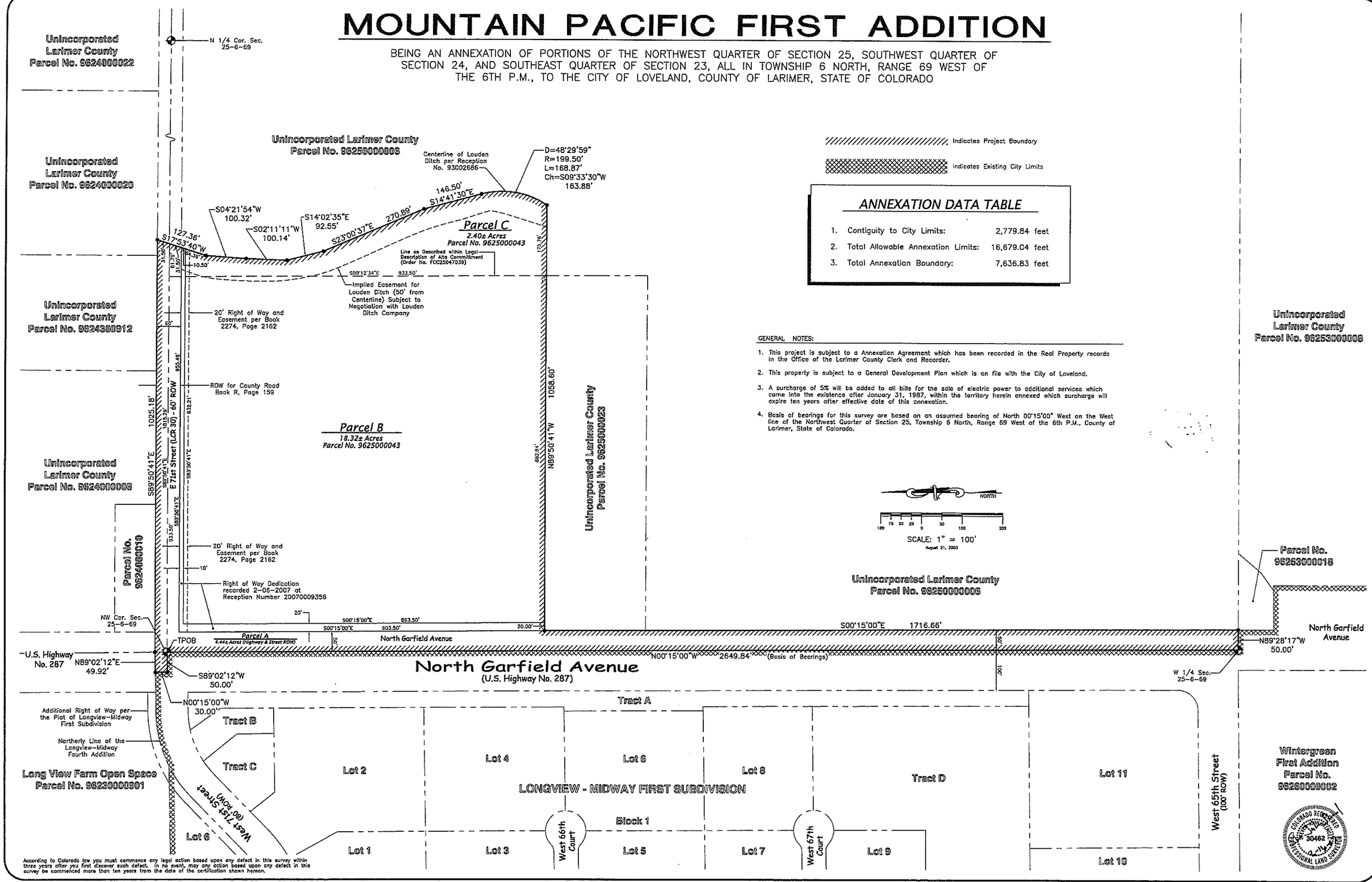
PROJECT TITLE: MOUNTAIN PACIFIC FIRST ADDITION

SHEET NO. 1 | NO. OF SHEETS 2 | PROJECT NO. P–01–4944

\\VA\Drawings\Projects\P-01-4944-Survey\Annexation.dwg

MOUNTAIN PACIFIC FIRST ADDITION

BEING AN ANNEXATION OF PORTIONS OF THE NORTHWEST QUARTER OF SECTION 25, SOUTHWEST QUARTER OF SECTION 24, AND SOUTHEAST QUARTER OF SECTION 23, ALL IN TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO



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2.	Total Allowable Annexation Limits:	16,679.04 feet
3.	Total Annexation Boundary:	7,636.83 feet

GENERAL NOTES:

1. This project is subject to a Annexation Agreement which has been recorded in the Real Property records in the Office of the Larimer County Clerk and Recorder.
2. This property is subject to a General Development Plan which is on file with the City of Loveland.
3. A surcharge of 5% will be added to all bills for the sale of electric power to additional services which came into the existence after January 31, 1987, within the territory herein annexed which surcharge will expire ten years after effective date of this annexation.
4. Basis of bearings for this survey are based on an assumed bearing of North 00°15'00" West on the West line of the Northwest Quarter of Section 25, Township 6 North, Range 69 West of the 6th P.M., County of Larimer, State of Colorado.

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

COLORADO REGISTERED 30462 PROFESSIONAL LAND SURVEYOR

INTERMILL LAND SURVEYING, INC.
1301 NORTH CLEVELAND AVENUE LOVELAND, COLORADO 80537 BUS. (970)-669-0516 / FAX (970)-635-9775

REVISIONS:	BY:	DATE:
Revisions per City comments	SJS	2-8-05
Revisions per City comments	SJS	10-10-05
Add right of way dedication reception number and revise dates	SJS	2-16-07

DATE: 08-21-03 DRAWN BY: MJM
SCALE: 1"=100' CHECKED BY:
APPROVED BY:

CLIENT: A STORAGE PLACE-FORT COLLINS, LLC

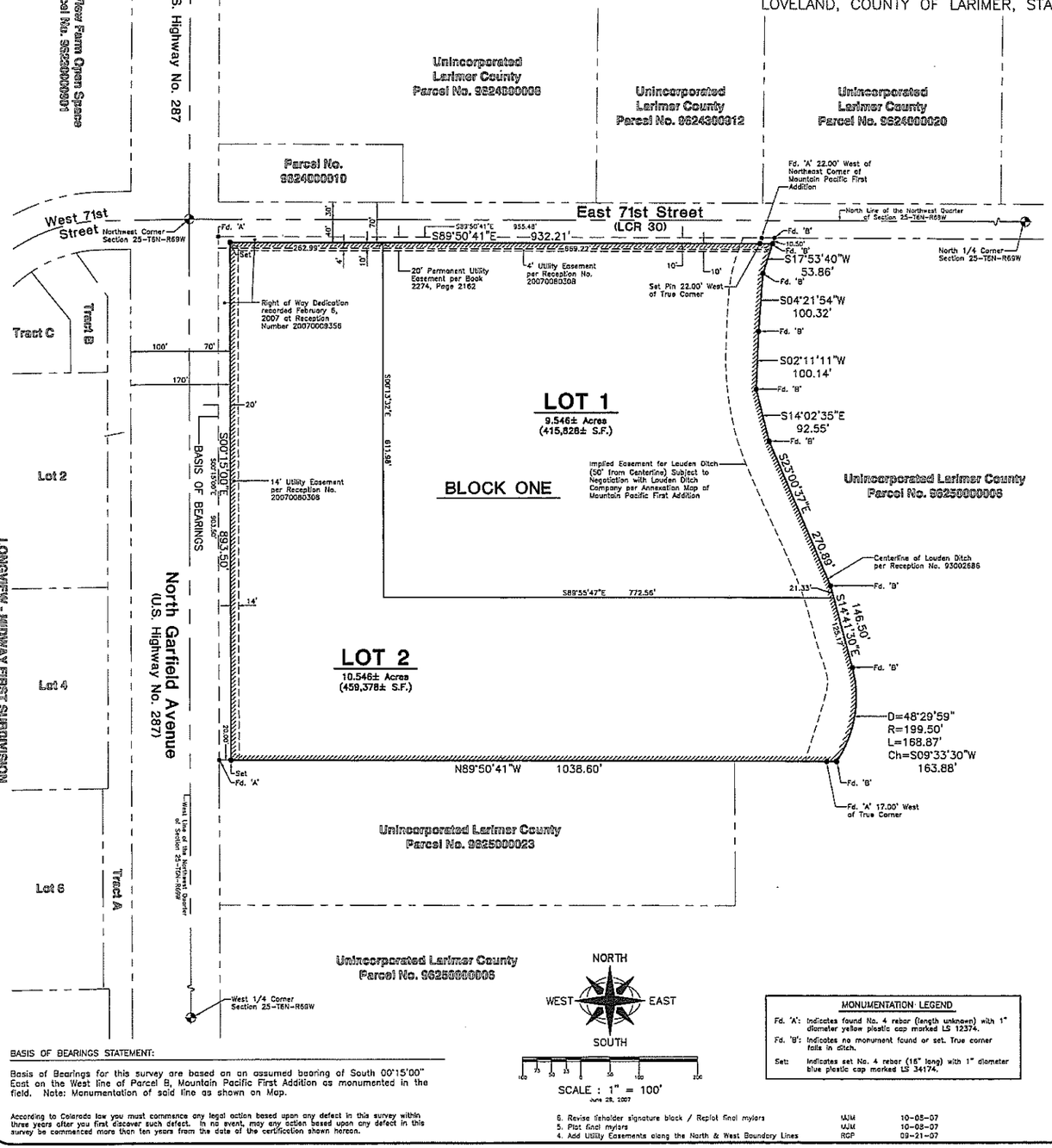
PROJECT TITLE: MOUNTAIN PACIFIC FIRST ADDITION

SHEET NO. 2 | NO. OF SHEETS 2 | PROJECT NO. P-01-4944

\\Intl\Mjmdata\Drawing\P-01-4944-Survey\Mtnpac.dwg

AMENDED PLAT OF PARCELS B AND C, MOUNTAIN PACIFIC FIRST ADDITION

BEING A BOUNDARY LINE ADJUSTMENT OF PARCELS B AND C, MOUNTAIN PACIFIC FIRST ADDITION, SITUATE IN THE NORTHWEST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO



PLAT NOTES:

1. Unless otherwise approved by the City, all unsatisfied conditions of approval for the original subdivision shall continue to apply to this property.
2. This plat is subject to all conditions, covenants, restrictions and conditions as set forth by the Original Plat of Mountain Pacific First Addition, City of Loveland, County of Larimer, State of Colorado.
3. Client: A Storage Place – Fort Collins, LLC
   Attn: Darryl Flaming
   P.O. Box 9443
   Rancho Santa Fe, California 92067
4. Site Address: 232 East County Road 30
   Loveland, Colorado 80538
5. The West line of the Northwest Quarter and the North line of the Northwest Quarter of Section 25, Township 6 North, Range 69 West of the 6th P.M., and the associated Section and Quarter corners were not used as control lines for the preparation of this plat. These lines and the dimensions shown from the right of way line to the section line were not field verified for the preparation of this plat. These lines are shown for visual purposes only at the request of City of Loveland staff during the review process for this plat.

DIRECTOR OF DEVELOPMENT SERVICES APPROVAL:

This plat is approved by the Director of Development Services of the City of Loveland, Larimer County, Colorado, this 3rd day of January, 2008, for filing with the Clerk and Recorder of Larimer County.

Director of Development Services

Witness my hand and seal of the City of Loveland, Colorado.

ATTEST: Jeannie M. Weaver
City Clerk Deputy

CITY OF LOVELAND SEAL COLORADO

SURVEYOR'S CERTIFICATE:

I, Robert George Persichitte, being a Registered Professional Land Surveyor in the State of Colorado, do hereby certify that the survey of AMENDED PLAT OF PARCELS B AND C, MOUNTAIN PACIFIC FIRST ADDITION to the City of Loveland, County of Larimer, State of Colorado was made by me or under my direct supervision and that the survey is accurately represented on this plat and that the statements contained hereon were read by me and the same are true to the best of my knowledge.

Dated this 7th day of January, 2008.

Prepared By and On Behalf Of:
INTERMILL LAND SURVEYING, INC.
1301 N. Cleveland Ave.
Loveland, Colorado 80537
970-669-0516

Robert George Persichitte
Colorado PLS 34174

COLORADO REGISTERED PROFESSIONAL ENGINEER 34174 LAND SURVEYOR

Sign / Seal

PRIVATE ACCESS EASEMENT DEDICATION

The owner hereby dedicates all existing and future private drives to the patrons, business invitees, and guests of the Amended Plat of Parcels B and C, Mountain Pacific First Addition for their reciprocal and mutual use and enjoyment. This dedication shall run with the land, be binding and enforceable upon the owner and the owner's successors and assigns and it shall ensure to the benefit of all current and future patrons, business invitees, and guests of the Amended Plat of Parcels B and C, Mountain Pacific First Addition. This private dedication shall be maintained by the property owner(s).

This Private Access Easement shall be maintained by the owners of Lots 1 and 2, Block One, Amended Plat of Parcels B and C, Mountain Pacific First Addition to the City of Loveland, County of Larimer, State of Colorado.

OWNER(S):
A STORAGE PLACE – FORT COLLINS, LLC
A Colorado Limited Liability Company

By: Darryl Flaming As: Managing member
of A Storage Place – Fort Collins, LLC,
A Colorado Limited Liability Company

Date: 12/10/07

MONUMENTATION LEGEND

Fd. 'A': Indicates found No. 4 rebar (length unknown) with 1" diameter yellow plastic cap marked LS 12374.

Fd. 'B': Indicates no monument found or set. True corner falls in ditch.

Set: Indicates set No. 4 rebar (15" long) with 1" diameter blue plastic cap marked LS 34174.

BASIS OF BEARINGS STATEMENT:

Basis of Bearings for this survey are based on an assumed bearing of South 00°15'00" East on the West line of Parcel B, Mountain Pacific First Addition as monumented in the field. Note: Monumentation of said line as shown on Map.

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

6. Revise lienholder signature block / Replot final mylars	MJM	10-05-07
5. Plat final mylars	MJM	10-03-07
4. Add Utility Easements along the North & West Boundary Lines	RGP	09-21-07

KNOW ALL PERSONS BY THESE PRESENTS that, the undersigned, being all the owners and lienholders of the following described property, except any existing public streets, roads or highways, which property is located in the Northwest Quarter of Section 25, Township 6 North, Range 69 West of the 6th P.M., being more particularly described as follows:

Parcels B and C, Mountain Pacific First Addition to the City of Loveland, County of Larimer, State of Colorado;

Containing 875,206.4 square feet (20.09 acres), more or less, and is subject to all easements and rights-of-way on record or existing, do hereby designate the same as AMENDED PLAT OF PARCELS B AND C, MOUNTAIN PACIFIC FIRST ADDITION to the City of Loveland, County of Larimer, State of Colorado.

OWNER(S):
A STORAGE PLACE – FORT COLLINS, LLC
A Colorado Limited Liability Company

By: Darryl Flaming
As: Managing member

STATE OF California)
)SS
COUNTY OF San Diego)

The foregoing instrument was acknowledged before me this 10th day of December 2007, by Darryl Flaming as Managing Member of A Storage Place – Fort Collins, LLC.

Witness my hand and official seal.
My commission expires: December 16, 2010

Notary Public

FREDERICA A. ROBBINS COMM. # 1710855 NOTARY PUBLIC-CALIFORNIA SAN DIEGO COUNTY My Comm. Expires DECEMBER 16, 2010

LIENHOLDER(S):
LaSalle Bank National Association, in its capacity as trustee for the registered holders of LB-UBS Commercial Mortgage Trust 2006-C1, Commercial Mortgage Pass-Through Certificates, Series 2006-C1

By: LNR Partners, Inc., a Florida corporation, as attorney-in-fact
By: _____
Randolph J. Wolpert, Vice President

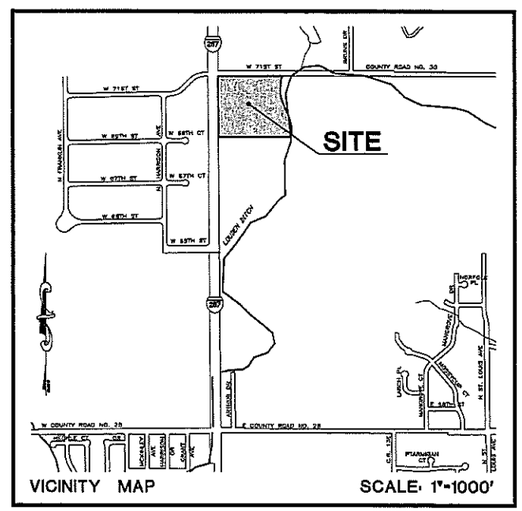
STATE OF FLORIDA)
)SS
COUNTY OF MIAMI-DADE)

ON THIS, the 30 day of November, 2007, before me, the undersigned Officer, a Notary Public in and for the said State and County, personally appeared Randolph J. Wolpert, the Vice President of LNR Partners, Inc., a Florida corporation, as attorney in fact for Lienholder, and that being duly authorized to so do; in such capacity he/she executed the foregoing Amended Plat of Parcels B and C, Mountain Pacific Addition for and on behalf of and as the act and duty of Lienholder for the purposes therein contained to the end that the same may be recorded as such.

IN WITNESS WHEREOF, I hereunto set my hand and Notarial seal.

CASEY B HAUCK MY COMMISSION # DD496165 EXPIRES: March 13, 2009 (407) 398-0153 Florida Notary Service.com

Casey B. Hauck
Notary Public



VICINITY MAP SCALE: 1"=1000'

INTERMILL LAND SURVEYING, INC.	REVISIONS:	BY:	DATE:	DATE: 05-28-07 DRAWN BY: MJM SCALE: 1"=100' CHECKED BY: _____ APPROVED BY: _____	CLIENT: A STORAGE PLACE-FORT COLLINS, LLC P.O. Box 9443 Rancho Santa Fe, California 92067	PROJECT TITLE: AMENDED PLAT OF PARCELS B AND C, MOUNTAIN PACIFIC FIRST ADDITION TO THE CITY OF LOVELAND, LARIMER COUNTY, COLORADO	SHEET NO. 1	NO. OF SHEETS 1	PROJECT NO. P-01-4944
1301 NORTH CLEVELAND AVENUE LOVELAND, COLORADO 80537 BUS. (970)-669-0516 / FAX (970)-635-9775	1. Revisions per City of Loveland comments dated July 27, 2007	MJM	07-30-07						
	2. Revisions per City of Loveland comments dated August 24, 2007	MJM	08-24-07						
	3. Add Private Access Easement Dedication	MJM	09-05-07						

\\Mydoc\P-4944-Flaming\Survey\Amd-Plat.dwg

AMENDED PLAT OF PARCELS B AND C, MOUNTAIN PACIFIC FIRST ADDITION

ATTACHMENT 7

City of Loveland

Development Services
Current Planning
500 East Third Street, Suite 310 • Loveland, CO 80537
(970) 962-2523 • Fax (970) 962-2945 • TDD (970) 962-2620
www.cityofloveland.org

Planning Commission Staff Report

August 25, 2014

Agenda #: Regular Agenda - 4

Title: South Shore Plaza Residential Condominium

Applicant: Stephen McMillan, South Shore Plaza, LLC

Request: **Height Exception**

Location: South side of W. Eisenhower Boulevard and east of Colorado Avenue (west third of Lot 1 South Shore Plaza Subdivision)

Existing Zoning: B – Developing Business

Proposed Use: Development of a 6-unit residential condominium

Staff Planner: Troy Bliss

Staff Recommendation

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

Recommended Motions:

1. *Move to make the findings listed in Section VIII of the Planning Commission staff report dated August 25, 2014 and, based on those findings, approve the requested height exception subject to the condition listed in said report, as amended on the record.*

Summary of Analysis

This is a public hearing to consider a height exception request to allow development of a 7-unit, 4-story residential condominium building. The building is proposed at 49 feet 3 inches in height; a maximum building height of 35 feet is allowed at this location.

The property is zoned B – Developing Business. Building heights within the B district are permitted at a maximum of 40 feet. However, if the site is located within 50 feet of a residential zoning district, building heights are limited to a maximum of 35 feet. As with the subject property, a residential zoning district is located directly south, less than 50 feet away.

The project includes development of the western third of Lot 1 South Shore Plaza Subdivision, generally located on the south side of W. Eisenhower Boulevard east of Colorado Avenue. (The eastern third has developed into the MadWire office building. The center third of the site would remain undeveloped at this time.)

The same request was presented to the Planning Commission on February 25, 2013. Planning Commission denied the height exception on the basis that not enough information was provided to make a decision. Specifically, commissioners desired information that would enable a clear understanding of the impacts on surrounding property. To address the previous concerns, the applicant has provided detailed building elevation perspectives.

I. SUMMARY

The applicant proposes to construct a building in the B - Developing Business zone district that would exceed the 35-foot height limitation for commercial buildings within 50 feet of a residential use. The proposed building would measure 49 feet 3 inches in height as measured in the Loveland Municipal Code. Section 18.54 of the Municipal Code outlines the height restrictions for structures within the City of Loveland. The height limitation for buildings in the B zoning district is 40 feet except in cases where the proposed use is located within 50 feet from the property boundary of a residential use. For projects within 50 feet of a residential use, the maximum height allowed is 35 feet. Section 18.54.040 of the Loveland Municipal Code states this limitation and is included below:

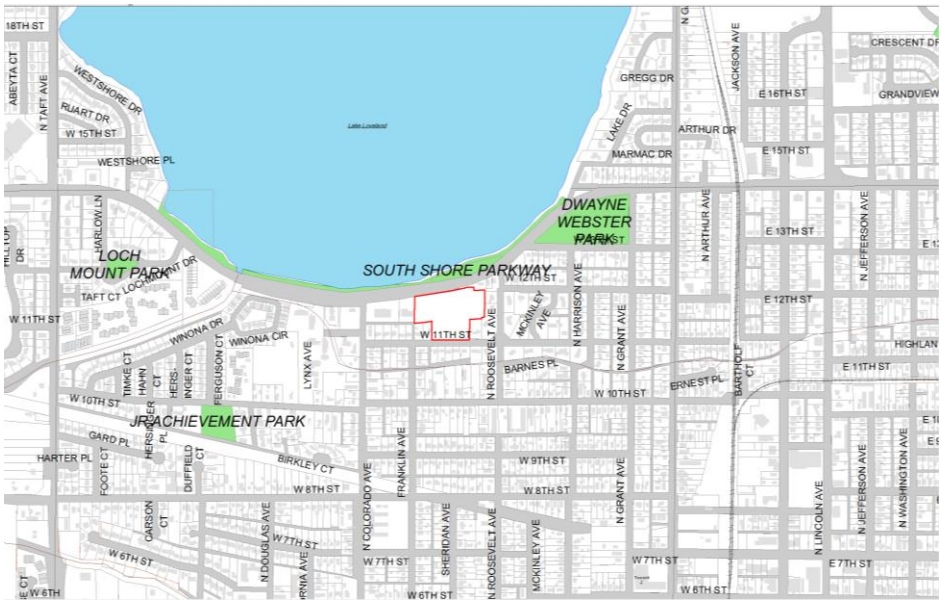
> **18.54.040 Height limitations within fifty feet of residential uses.**
>
> Any nonresidential use or multi-family use located closer than fifty (50) feet from the property boundary of a residential use, excluding multi-family dwelling units, shall be limited to the maximum height allowed for a single family residential use.

The applicant's justification, site plan, and building elevations are included as **Attachments 1, 2, and 3** to this report. A copy of the Loveland building height measurement procedures is included as **Attachment 4** to this report. To calculate the building height measurement for the proposed structure, the first example in Diagram 1 on **Attachment 4** was used, which sets forth the measurement procedures for buildings with grade differences of less than 10 feet between the highest and lowest ground surface.

II. ATTACHMENTS

1. Applicant's justification
2. Conceptual site plan
3. Building elevations
4. Section 18.04.113.2 – Building height defined
5. Neighborhood correspondence

III. VICINITY MAP



IV. SITE DATA

ACREAGE OF SITE:	APPROXIMATELY 1.56 ACRES (ROUGHLY THIRD OF LOT 1 SOUTH SHORE PLAZA SUBDIVISION), 4.68 ACRES (LOT 1 SOUTH SHORE PLAZA SUBDIVISION)
PROPERTY ZONING / USE	B - DEVELOPING BUSINESS / VACANT
EXISTING ZONING / USE - NORTH	R-1, DEVELOPING LOW DENSITY RESIDENTIAL / SOUTH SHORE PARK AND LAKE LOVELAND
EXISTING ZONING / USE - SOUTH	R-3 DEVELOPING HIGH DENSITY RESIDENTIAL / SINGLE-FAMILY RESIDENTIAL
EXISTING ZONING / USE - EAST	B - DEVELOPING BUSINESS / VACANT AND OFFICE BUILDING
EXISTING ZONING / USE - WEST	B - DEVELOPING BUSINESS / OFFICE BUILDING

V. KEY ISSUES

No key issues have been identified by City staff regarding the proposed height exception. Multi-family development is an appropriate use in the B zoning district and along major arterial/collector streets. The additional height of the building is in context with the surrounding commercial buildings such as MadWire and ReMax (to the west). Additionally, the size of the property is large enough to dissipate the proposed height of the building. Shadows being cast by the proposed building would not extend onto residential properties.

However, a surrounding property owner has expressed concerns relative to the proposed height exception (see **Attachment 5**). The owner believes that justification for an increase in building height should not be considered in conjunction with either the MadWire or ReMax buildings. Further, they express that this commercial pocket along W. Eisenhower Boulevard, including the existing businesses and the proposed condominium building, is increasing density and traffic, creating negative impacts to the surrounding single-family residential neighborhood.

VI. BACKGROUND

The subject property was annexed and platted in the City of Loveland in 1956 as part of the Northwest Addition. The property is known as Lot 1 South Shore Plaza Subdivision which is on the same property as the Mad Wire office building. This property is located on the south side of W. Eisenhower Boulevard (Highway 34), south of Lake Loveland, and east of Colorado Avenue. The subject property is bounded on the south by single-family residential uses and the east by a vacant portion of Lot 1 zoned B - Developing Business. The subject site is currently vacant as well.

The process of creating condominiums (i.e. separate ownership within a building) is not handled through the City. Rather, the legal process to condoize a building is created privately and coordinated through Larimer County, in terms of assessment. From a City perspective, the proposed condominiums presented as dwelling units, would be considered a form of multi-family residential. Multi-family residential uses are allowed through Special Review approval in the B zoning district.

VII. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION

A. Notification: An affidavit was received from Stephen McMillan certifying that written notice was mailed to all property owners within 300 feet of the property on August 8, 2014 and notices were posted in prominent locations on the perimeter on August 8, 2014. In addition, a notice was published in the Reporter Herald on August 9, 2014.

B. Neighborhood Response: A neighborhood meeting was held at 5:30 p.m. on July 30, 2014, in the Current Planning Conference Room. Nobody from the neighborhood attended the meeting.

VIII. FINDINGS AND ANALYSIS

Section 18.54.050

1. The requested exception allows adequate light and air to the adjacent neighborhood:

During most of the year, the proposed structure would not cast a shadow on the adjacent residential properties because the proposed structure would be located north of the residential uses. Summer afternoon and evening shadows may extend toward and across the residential properties southeast of the subject property. The applicant has provided no analysis of this issue to determine if the proposed height of the structure would impact the light cast on these adjacent residential properties. Staff review of this item was based on personal estimates, not scientific measurements, as information was not supplied by the applicant. With the building oriented in the center portion of the lot and located approximately 80 feet from the closest residential property, shadowing from the height of the structure would likely have minimal affect. As a point of reference, the office building directly to the west was granted a height exception of 42 feet 6 inches in 2000. While this building is shorter in height, it is located approximately 45 feet away from the closest residential property.

2. The requested exception is compatible with the character of the surrounding neighborhood:

The Loveland Municipal Code provides for protection of residential uses when adjacent to commercial businesses through the use of bufferyards, lighting restrictions and height restrictions. As the site is located within 50 feet of the existing residential properties, staff reviewed the proposal to determine if any mitigating site design factors could be imposed to lessen the impact of the use on the residences and create a compatible environment. The site plan included as **Attachment 2** proposes that the building be orientated in the central portion of the site, approximately 80 feet from the closest residential property. The site is designed with a relatively small parking area at the southeast corner and large open space with amenity (bocci court) between the building and residential zoning district. This offers significant buffering in mitigating impacts to the residential properties directly south. Additionally, the architecture of the building presents a high quality design that is in keeping with both the business and residential character of the surrounding neighborhood.

3. The requested exception will not be injurious to the adjacent neighborhood or otherwise detrimental to the public health, safety and welfare:

Staff has identified no reasons why the requested exception would be injurious to the neighborhood or to the public health, safety, and welfare in general. The proposed height of the structure would have some visual impacts on the residences to the south; however, virtually any development on this portion of the site would result in some visual impact. Site design has worked to mitigate those to the extent practical by locating the building at the center of the site creating more separation from residential properties and maximizing open space by utilizing underground parking.

4. The requested exception is consistent with the intent of the zoning district and the entire zoning ordinance.

The proposed condominium (multi-family residential) building is a use that is consistent with the B zoning district. The design of the proposed building represents a good example of high quality architecture consistent with commercial buildings in the immediate vicinity. The building is generally in scale with commercial buildings along this corridor and uses patios, decks, abundant use of windows and pitched roofs to provide some residential context and visual relief.

Open space and amenities have been located between the building and residential properties to provide a softer transition. The visual impact of the parking lot has been reduced by placing most of the parking underground. As a result of building and site design, the requested exception is consistent with the intent of the zoning district and the entire zoning ordinance.

IX. RECOMMENDED CONDITION

The following conditions are recommended by City Staff.

Current Planning

1. In order to allow for minor adjustments during construction, the height exception for the South Shore Plaza Condominium be approved at 50 feet rather than 49 feet 3 inches.

SOUTH SHORE PLAZA LLC

1574 West CR 16
Loveland, Colorado 80537

(970) 667-2636
FAX (970) 593-0032
CP (970) 420-9742

E-Mail: fountainhead38@gmail.com
Web: www.fountainhead-ventures.com

VARIANCE APPLICATION – 700 West Eisenhower Boulevard – 6/25/2014
PZ_PROJ#_JUSTIFICATION.PDF

Paragraph #8 – Justification Statement:

A. This proposal is for a low density – 7 unit – residential condominium on a business zoned property with exceptional view potential of Lake Loveland and the snow capped Rocky Mountains. The proposed building is adjacent to the REMAX office building which has an overall height of 51 feet, 2.75 inches. See the attached one page "Building Height Comparison" drawing.

The fourth story footprint of our proposed building which tops out at a height of 49 feet, 3 inches, has setbacks that vary from 7 – 9 feet from the south face of the 3rd story. The top of the third story roof parapet wall has a height of 39'-9" above the average grade at the building. The roof of the third story is at an elevation of 37'-3" above the average grade level at the building. Parts of the fourth floor set back from the perimeter of the third story on all sides of the building.

The REMAX building is located approximately 125 feet from the residences to the south. The south elevation of the 1st, 2nd and 3rd stories of the proposed building is approximately 180 feet from the closest two residences which are located south of the proposed building. These residences are accessed from 11th street.

Because the elevations of the proposed building have multiple setbacks from the base of the building, the overall height of the building will not appear to be as tall as the numbers indicate.

B. The special circumstances are the result of the architectural design created by the applicant/architect/managing partner.

C. A strict interpretation and enforcement of the provisions of the code would require the building to be redesigned which would result in residential units that would be sub-par as compared with the units and building as designed.

PC ATTACHMENT 1

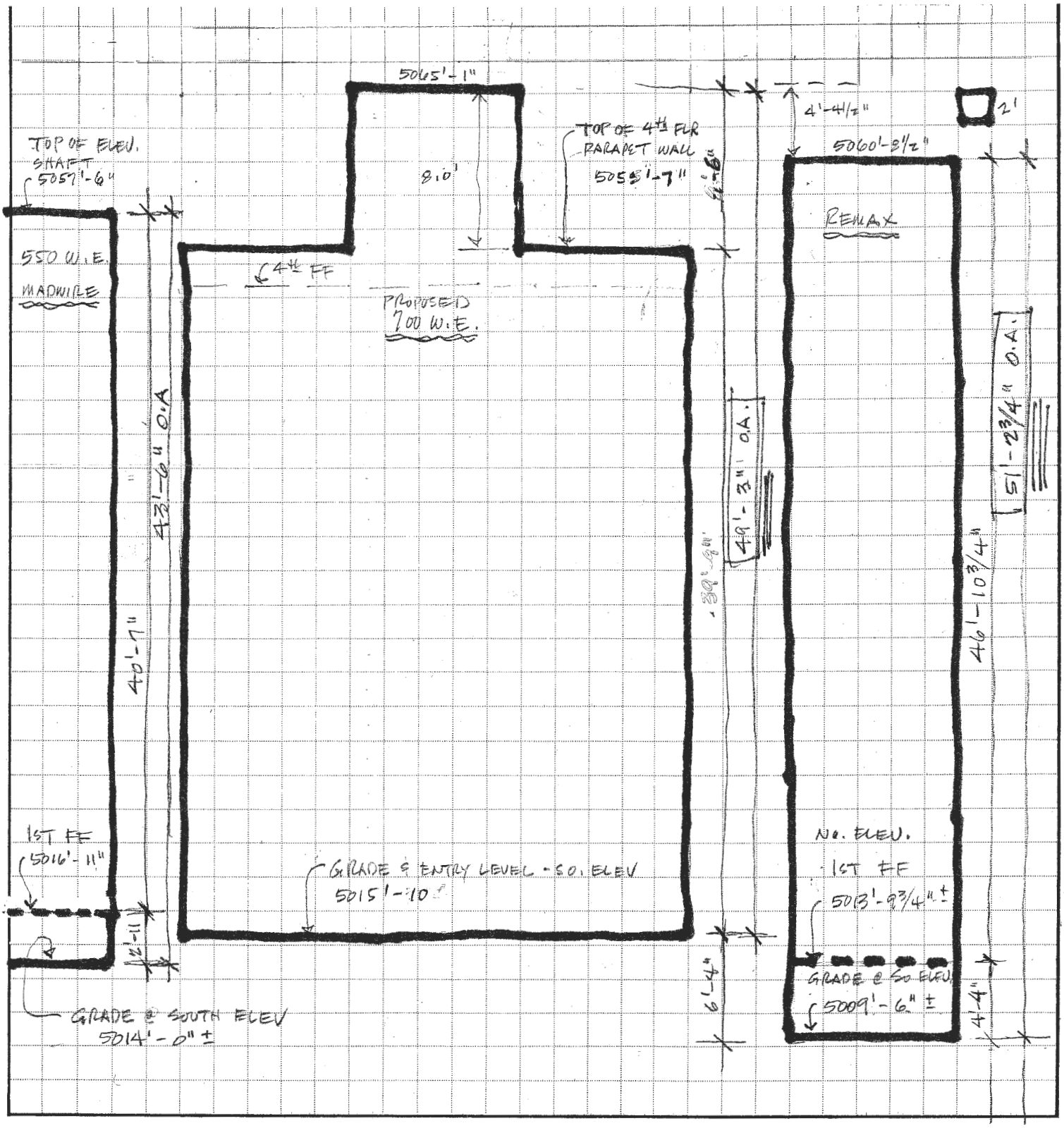
The height of the proposed building is very compatible with the adjacent REMAX building because of the way the 4th floor sets back from the perimeter of the building on all sides. The proposed height should also not be a negative impact on the two residences directly to the south because of the 180 foot separation between the proposed building and the two residences.

D/E. Granting this variance is the main action needed to accommodate the proposed building as designed. The building, located in the heart of Loveland, will be a positive, attractive addition to Eisenhower Boulevard, Lake Loveland, the neighborhood and Loveland. For construction we will employ mostly local sub-contractors and materials suppliers; we will pay the City an estimated $220,000 in fees; and we will add considerably to the City's tax base with a minimal impact on City services.

Granting this variance will not substantially or negatively impact the reasonable use and enjoyment or development of other property in the vicinity of the subject land or structure.

F/G. The Variance would not authorize any use in a zoning district other than a use specifically permitted in such zoning district; and the variance would not waive or modify the requirements of any use approved by special review.

PC ATTACHMENT 1



BUILDING HEIGHT COMPARISON

550 WEST E. - MADWIRE BLDG.		43'-6" O.A
760 "	- REMAX R.E.	51'-3" O.A
700 "	- PROPOSED RES. CONDO	49'-3" O.A

S.Mc 6/26/13

PC ATTACHMENT 1

PC ATTACHMENT 1

NEW 6' SIDEWALK

RIGHT IN / RIGHT OUT ONLY

12"CI

12"SPUCE

DETENTION

DRAIN TO LAKE EXIST'G PIPE

EXISTING FIRE HYDRANT

REMOVE THIS WALK

REMOVE THIS WALK

12"PINE

WATER SERVICE

RAMP UP

HC

24" PINE

HC

VISITOR-1

VISITOR-5

GRASSED DETENTION

SERVICE

600 WEST EISENHOWER

OFFICES

12" SPRUCE

102" LOCUST

EXISTING PARKING LOT

550 W.E.

OFFICES

ELECTRICAL TRANSFORMER

DECKS

DECKS

UNITS 1W, 2W & 3W

NORTH STAIR

ELEV.

UNITS 1E, 2E & 3E
4TH FLR. PENTHOUSE

EAR RAMP DOWN

700 WEST EISENHOWER

SOUTH STAIR

ELEV.

ENTRY

DAYCARE PLAY YARD

43'-0"

125'-0"

30'

6'

20'

24'

10'

20'-0

20'-0

20'-0

REMAX

OFFICES

7 RESIDENTIAL CONDOS

- UG PARK'G - 12 SPACES TOTAL
- LEVELS 1 & 3 = 6U @ 2,050 SF EA
- LEVEL 4 - PENTHOUSE - 3,280 SF W/800 SF OF DECK & 697 SF OF ROOF GARDENS
- ELEVATOR

BOCCI COURT (?)

SHELTER

ALLEY ACCESS (TO BE PAVED)

LUKE

O.H. ELEC

PAVED ALLEY

550 DETENTION

DETENTION

DETENTION

DETENTION

14' TO BACK OF CURB (MIN. 4' setback)

SHEETS:

- #1 = SITE PLAN
- #2 = BASEMENT PLAN
- #3 = 1ST/2ND/3RD FLR PLANS
- #4 = "
- #5 = "
- #6 = 4TH FLR-PENTHOUSE
- #7 =
- #8 = NORTH (LAKE) ELEV
- #9 = WEST ELEV.
- #10 = SOUTH ELEV.
- #11 = EAST ELEV.

SQUARE FOOTAGE

FLOOR	WEST UNIT	EAST UNIT	COMMONS	TOTALS
GARAGE LEVEL			6,012.0	6,012.0
ENTRY			124.5	124.5
1ST. FLOOR	2,202.5	2,342.0	*** 772.5	5,317.0
2ND FLOOR	2,202.5	2,342.0	772.5	5,317.0
3RD FLOOR	2,202.5	2,342.0	772.5	5,317.0
4TH FLOOR-PH	3,280.0	* 1,497.0	540.0	5,317.0
TOTALS	9,887.5	8,523.0	** 8,994.0	27,404.5

* DECKS & TERRACES
** 32.82% OF TOTAL SF
*** 14.5% OF FLRS 1,2 & 3

SOUTH SHORE CONDOS

9/16/12, REVISIONS: 10/15/12, 12/12/12, 2/1/14

MADWIRE HEADQUARTERS

"SOUTH SHORE" BUSINESS/RESIDENTIAL COMPLEX

SITE PLAN

S. McMILLAN, ARCHITECT

JULY 29, 2012

REVISIONS:
- 9/16/12 = RESIDENTIAL CONDOS
- 2/1/14 = RES. CONDO CALCS

1" = 20'

PARKING SPACES

- 600 W.E. = 300± OCC.
- REG 9'X 18'/20' SPACES = 174
- HC = 2
- VISITOR = 5

* 550 = LOSE 30± PARK'G SPACES

1

PC ATTACHMENT 2



PC ATTACHMENT 3



PC ATTACHMENT 3



PC ATTACHMENT 3



PC ATTACHMENT 3


PC ATTACHMENT 3



PC ATTACHMENT 3



PC ATTACHMENT 3



PC ATTACHMENT 3



PC ATTACHMENT 3



PC ATTACHMENT 3



PC ATTACHMENT 3

structure is permitted to be built on a lot. (Ord. 1627 § 2 (part), 2006)

18.04.113.2 Building height defined.

"Building height" means the vertical distance from grade to the highest point of the coping of a flat roof, or to the average height of the highest gable of a hipped roof or to the highest point of a curved roof. This measurement shall be exclusive of church spires, chimneys, ventilators, pipes and similar apparatus.

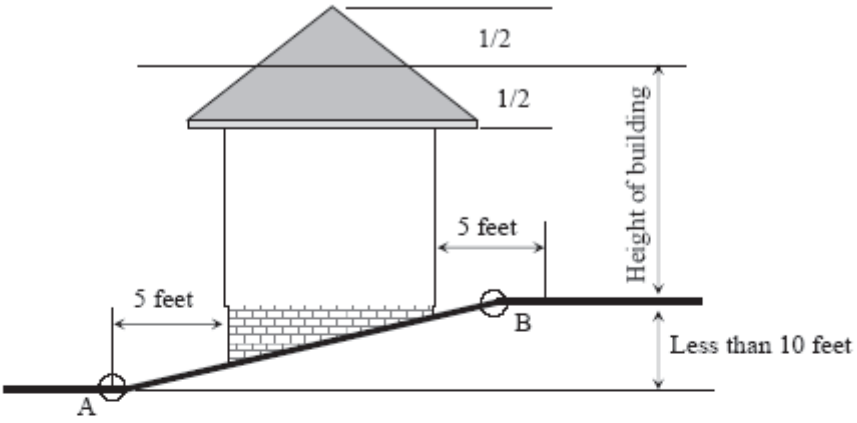
For purposes of this definition "grade" as a point of measure, shall mean either of the following, whichever yields a greater height of building or structure.

A. The elevation of the highest ground surface within a five foot horizontal distance from the exterior wall of the building, when there is less than a ten foot difference between the highest and lowest ground surface within a five foot horizontal distance from said wall.

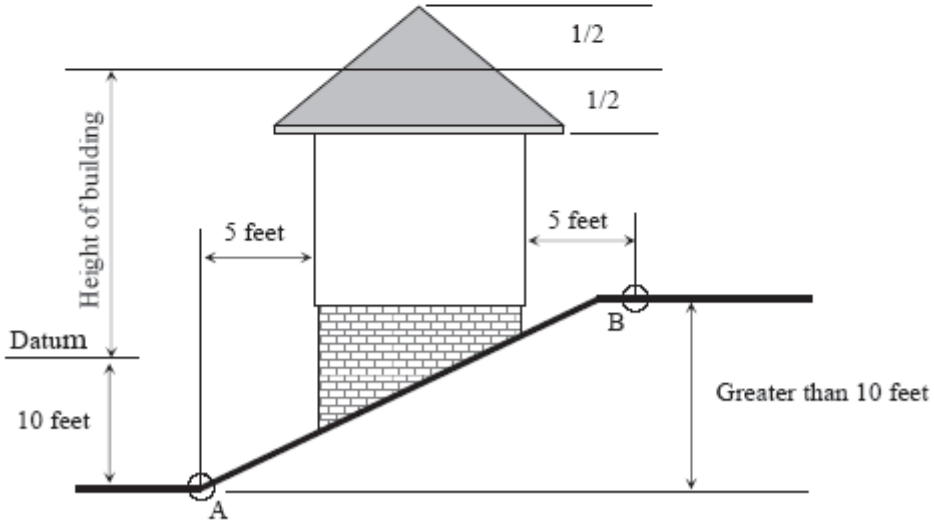
B. An elevation ten feet higher than the lowest ground surface within a five foot horizontal distance from the exterior wall of the building, when there is greater than a ten foot difference between the highest and lowest ground surface from said wall. For purposes of this section, the term "ground surface" shall include sidewalks. See Diagram 1. (Ord. 4106 § 1, 1995.)

PC ATTACHMENT 4

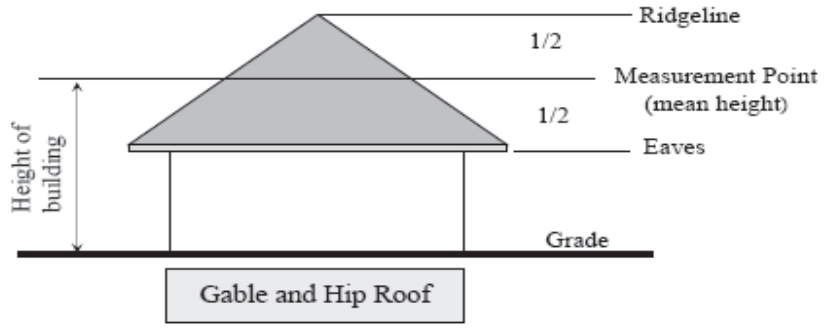
DIAGRAM 1



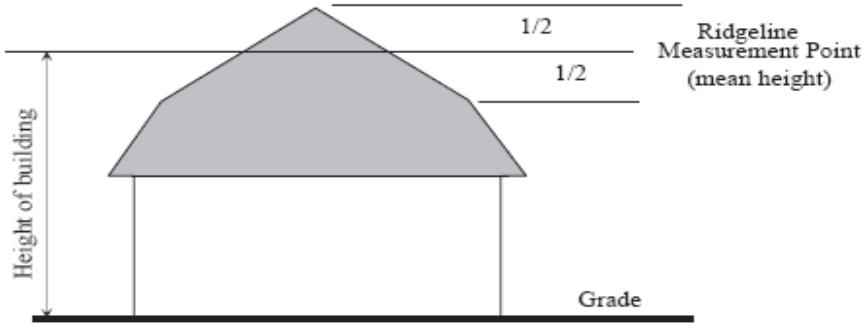
Measurement of grade when difference between lowest and highest ground surface within 5 feet of building is less than 10 feet.



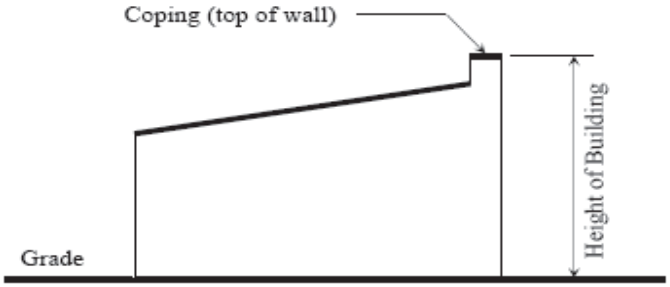
Measurement of grade when difference between lowest and highest ground surface within 5 feet of building is more than 10 feet.



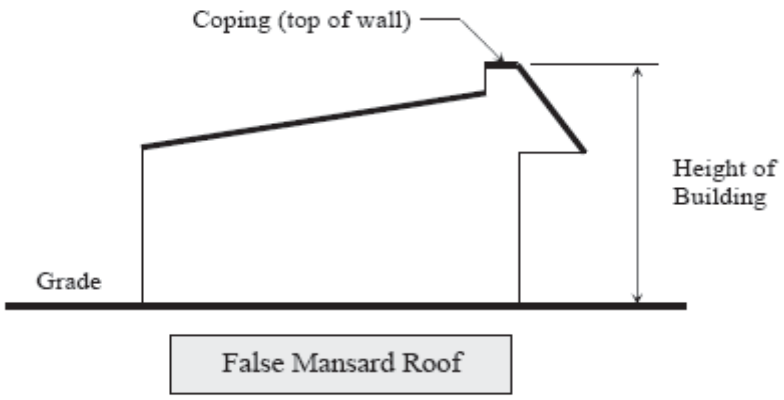
Gable and Hip Roof



Gambrel Roof



Flat Roof



18.04.120 Carwash defined.

An establishment used for washing and cleaning of passenger vehicles, recreational vehicles, and other light duty equipment, including facilities containing mechanical devices for washing and those that are self-service/coin operated. (Ord. 5119 § 2 (part), 2006)

18.04.121 Change of use defined.

A "Change of use" occurs whenever the use proposed is outside the three-digit group number classification of the previous use as set forth in the First Edition of the Standard Industrial Classification Manual as published by the Department of Commerce, and on file in the city planning department. (Ord. 3543 § 1, 1998)

18.04.122 Clubs and lodges defined.

Facilities, structures or locations where organizations of persons for special purposes or for the promulgation of sports, arts, literature, politics or other common goals, interests or activities, characterized by membership qualifications, dues or regular meetings, excluding clubs operated for profit and/or places of worship or assembly. (Ord. 5119 § 2 (part), 2006)

18.04.123 Combined use development defined.

A "combined use development" means a property which is used for a combination of residential, business, or commercial purposes, designed to provide variety and diversity through mixtures of compatible uses so that maximum long range benefits can be gained and unique features of the site are preserved and enhanced, while still being in harmony with the surrounding neighborhood. (Ord. 3787 § 1, 1991; Ord. 1628 § 2 (part), 1977)

18.04.124 Commercial child day care centers defined.

Day care centers are facilities (publicly or privately operated), other than a private home and which are located in a non-residential zoning district, having as their principal function the receiving of one (1) or more preschool or school age children (under the age of eighteen (18)) for care, maintenance, and supervision. Day care centers are also commonly known as day care centers, day nurseries, child care facilities, nursery schools, parent cooperative preschools, play groups, or drop-in centers. (Ord. 5119 § 2 (part), 2006)

18.04.125 Commercial mineral deposit defined.

PC ATTACHMENT 4

July 14, 2014

RE: South Shore Plaza Height Exception

1. Using REMAX as a "justification" - to Change the Zoning threw a "back door" in hopes no one cares or notices, is so underhanded! This building was slipped by the local residents and should not be Considered "norm" to push for increased density and traffic in a residental area.

2. The old "threat" of "Redesign" Thats "sub-par" is getting tiresome. Im sure a good Architect could design a building that <u>does</u> conform to zoning <u>and</u> eye appeal. We dont need another "sore thumb" like Remap And Madwire.

3. Traffic volume continues to be an issue on 11th, 12th and

PC ATTACHMENT 5

II

Roosevelt. These intersections are an accident waiting to happen.

One bright spot. Remap and Madeira leave in the evening and on weekends and we do have serenity for awhile.

Joann E. Bockelmann
1148 N. Roosevelt
Loveland, Co. 80537

PC ATTACHMENT 5