



**LOVELAND PLANNING COMMISSION MEETING
AGENDA**

**Monday, March 09, 2015
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

- Upcoming presentations on code amendments/process improvements
- Hiring update
- Reference Books

c. Committee Reports

d. Commission Comments

IV. APPROVAL OF MINUTES

Review and approval of the February 23, 2015 Meeting minutes

V. REGULAR AGENDA:

1. Capital Expansion Fees Methodology (Alan Krcmarik, Executive Fiscal Advisor)

Review proposed changes to the City of Loveland Capital Expansion Fee methodology. The proposed change would use a Plans Based approach instead of the Equity Buy-in approach that has been used in the determination of fees for many years. This is an information item which does not require a formal action by the Commission. If the Commission desires, an adopted motion can include findings that will be presented to the City Council.

VI. ADJOURNMENT

STUDY SESSION

The study session is designed to provide the Planning Commission with an interactive setting to receive and discuss relevant information with participating staff and other Commissioners. At this study session, Planning staff and consultants will present information on the following topics:

- **287 Strategic Plan** (Bethany Clark, Strategic Planning)
(60 minutes including staff presentation)

The 287 Strategic Plan is nearing completion with an expected adoption by July 2015. Staff and the consulting team will be presenting progress to-date and asking for input from the Planning Commission on the overall Economic Strategies, Actions, and Sub-Actions identified for each segment of the Highway 287 Corridor.

- **Create Loveland** (Karl Barton, Strategic Planning)
(60 minutes including staff presentation)

The study session will cover the eight land use themes that represent what is important to the community regarding growth, development and the future of Loveland. Along which each of these themes there is a set of priorities that have been presented to the public during Create Loveland Community Choices month. The planning team will be presenting the preliminary results of this outreach and asking the Planning Commission to weigh in on the options allowing drafting of Create Loveland to begin.

CITY OF LOVELAND
PLANNING COMMISSION MINUTES
February 23, 2015

A meeting of the City of Loveland Planning Commission was held in the City Council Chambers on February 23, 2015 at 6:30 p.m. Members present: Chairman Crescibene; and Commissioners Middleton, Meyers, Molloy, Dowding, Forrest, Ray, Jersvig, and McFall. Members absent: None. City Staff present: Bob Paulsen, Current Planning Manager; Moses Garcia, 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**, shared the upcoming meeting agenda items:
March 9th – Study Session on 287 Strategic Plan and Create Loveland.
March 23rd – Regular meeting plus a Study Session with an update from the Economic Development Department including regional tourism projects.
One of the April meetings will include an update on downtown projects and policies relative to the Downtown Development Authority.

COMMITTEE REPORTS

Title 18 Committee: Commissioner Meyers and Mr. Paulsen updated the commissioners on the Temporary Use Provisions that the Title 18 Committee is working on.

Create Loveland: Commissioner Dowding informed the commissioners that there will be an open house at the Coffee Tree, Thursday the 26th.

COMMISSIONER COMMENTS

Commissioner Crescibene attended the Boards and Commissions Summit and shared that over 300 citizens volunteer to sit on a board or commission. He would also like to invite a few members of the Youth Advisory Board to attend a meeting in the future to see how planning decisions are made.

APPROVAL OF THE MINUTES

Commissioner Middleton made a motion to approve the February 9, 2015 minutes; upon a second from **Commissioner Ray** the minutes were unanimously approved.

REGULAR AGENDA

1. **Finalize 2014 Accomplishments and 2015 Goals (Attachment 1)**

Commissioner Middleton made a motion to approve the 2014 Accomplishments and 2015 Goals as amended; upon a second by **Commissioner Dowding** the motion was unanimously adopted.

ADJOURNMENT

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

Approved by: _____
John Crescibene, Planning Commission Chair

Beverly Walker, Planning Commission Secretary

City of Loveland Planning Commission

2014 ACCOMPLISHMENTS

Public Hearings: Conducted public hearings on two highly controversial development projects. This process afforded valuable citizen input and resulted in well-reasoned decisions on highly charged topics.

Public Outreach: Provided staff with guidance on the enhanced Current Development Activities mapping system and its capacity to improve public outreach on development activity.

Development Permitting Center: Provided staff with guidance in the developing this new facility planned completion in late 2015. Actions included:

- Joint meeting with the Construction Advisory Board (May 2014) to review the development permitting process and to identify further improvements that can be implemented prior to and with initiation of the new Development Center.
- Received regular updates from staff on the progress being made on the Development Center
- Provided guidance to staff in furthering efforts to simplify and expedite the development review process

Code Amendments: Provided significant input on an extensive package of code amendments, and unanimously recommended adoption to City Council. The amendments included the following:

- Notice and procedural clarifications for subdivision plats and master plans
- Subdivision code adjustments that clarify procedures and eliminate unnecessary submittal of securities relating to infrastructure installation associated with development
- Extensive procedural adjustments to the zoning and subdivision codes that standardize and simplify the application review process

Comprehensive Plan Update and Highway 287 Strategic Plan: The Commission was actively involved at multiple levels with these two major planning efforts:

- Obtained project updates and provided input to the project teams at several commission meetings.
- Participated in 2 joint study sessions with the City Council on Create Loveland (Comp Plan)
- Outside their normal area of responsibility, Planning Commission members have attended numerous Create Loveland and 287 Strategic Plan meetings (public and study sessions) offering additional insight to staff presenters while also hearing firsthand public concerns resulting in a more conceptual view of desires while considering City Council fiscal capacities.

2015 GOALS

Zoning Code Update: Provide regular guidance to Planning staff and the selected consultant,

ensuring that code revisions proceed efficiently, reflect Loveland values, and help facilitate desired residential and commercial development.

Comprehensive Plan Update and Highway 287 Plan: Continue involvement with these major planning initiatives:

- Commissioners continue to serve on advisory committees and attend workshops
- Obtain formal updates from staff and provide guidance on plan development
- Support the final review and adoption process once plans are ready

Development Permitting Center: Continue to provide regular input on the development of this new facility planned completion in late 2015. Actions include:

- Obtain regular status updates from staff
- Continue working with staff to identify and implement improvements that enhance the development review process
- Work with staff to develop metrics for assessing the effectiveness of the development review process

Downtown Revitalization: Monitor and remain active in downtown planning and development initiatives:

- Arrange regular staff briefings on downtown initiatives
- Participate on committees or in workshops as opportunities arise
- Monitor progress made by the Downtown Development Authority

CDA Map & Signage Program: Support continued staff efforts in using the Current Development Activities mapping system to provide citizens with notice and information on project sites that are being considered for development. This effort should be combined with a new notification signage program that provides a direct link to the CDA map information.

Supplementary information and training: Schedule quarterly training and informational sessions as supplements to regularly scheduled meetings on various government and planning-related topics utilizing available and low-cost resources, including the expertise from City departments, other government entities, and professional organizations.

Promote Community Involvement: Develop and implement strategies to encourage community involvement in the planning and development process.

Joint Meetings: Conduct meetings with other City boards and the City Council in order to facilitate shared knowledge and coordinated efforts. Joint meetings should occur up to 4 times annually when there is a clear purpose for the meetings.

Coordinated Planning: Monitor the City's various planning processes and programs to ensure coordination and consistency.

Holistic Picture: The Planning Commission should insist that it is provided with a holistic understanding of applicable policies, goals and initiatives when reviewing development projects promoted by the City.



CITY OF LOVELAND
CITY MANAGER'S OFFICE

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AGENDA ITEM: **NO. 1. CAPITAL EXPANSION FEE METHODOLOGY**
(60 minutes including presentation and discussion)
MEETING DATE: 3/9/2015
TO: Planning Commission
FROM: Alan Krcmarik, Executive Fiscal Advisor
PRESENTERS: BBC Research & Consulting Adam Orens and Janna Raley
Alan Krcmarik

TITLE: Capital Expansion Fee Plan Based Fees Progress Report

RECOMMENDED PLANNING COMMISSION ACTION: This is an information only item. The Commission does not have to take any action on this item. We do want to hear the Commission's comments. If the Commission desires, it could make a motion with findings to present to the City Council.

DESCRIPTION: This item is for information and discussion with the Planning Commission. City staff members began the process to conduct a major review of the Capital Expansion Fees early in 2012. A study session with City Council March covered the introduction of the process and a history of how the City has used Capital Expansion Fees since 1984. In late 2012, staff presented recommendations for CEF increases based on the "buy-in" method of impact fee calculations. Council approved changes to the single family fees and adopted a new fee level for multi-family housing. Fees for commercial and industrial uses were continued at their existing levels. In 2013, City departments works on long range plans to be used to update the CEFs in 2014. In recent months, staff and the consulting team have been presenting the draft results to affected Boards and Commissions. The Construction Advisory Board received essentially the same materials that are being presented to Planning Commission at this meeting.

BUDGET IMPACT:

Proceeds from the Capital Expansion Fees fund capital improvements. For purposes of preparing the 2016 Budget, the Budget Office staff is assuming that the Fees will be continued into the future, however, the level of the fees may be lower, depending on Council action. If the plans based fee process leads to CEF rate decreases, less revenue will be available for projects, possibly delaying projects further into the future.

SUMMARY: The consultant's report shows recommended changes for all of the capital expansion fees.

Single-family: Down 22.1%
Multi-family: Down 7.5%
Commercial: Down 55.0%
Industrial: Up 138.5%

At the Planning Commission meeting the consultants will go through the report and allow time for discussion.

LIST OF ATTACHMENTS: BBC Research & Consulting packet

MEMORANDUM

To: The Planning Commission, City of Loveland
From: BBC Research & Consulting
Re: City of Loveland's Capital Expansion Fees
Date: March 4, 2015

In early 2014, BBC Research & Consulting (BBC) was retained by the City of Loveland to update capital expansion fees (CEFs). This memorandum presents BBC's fee calculations, based on capital plans through 2038. The capital plans for each fee category are shown alongside the calculation of fee eligible projects. This memo also includes growth projections used as the basis for the fee calculations.

According to the International City Management Association, CEFs are: "...monies collected formally through a set schedule, or formula, spelled out in a local ordinance...fees are levied only against new development projects as a condition of permit approval to support infrastructure needed to serve the proposed development. They are calculated to cover a proportionate share of the capital cost for that infrastructure." Loveland has imposed CEFs on new development for over 30 years.

The fee study team was directed by City Council to calculate CEFs using a different methodology compared to the traditional approach. In the past, the Loveland's CEFs were calculated using the current standards, or capital buy-in, approach where fees were based on the current level of capital investment. The new CEF calculations use the plan based methodology, in which fees are calculated by determining the growth-related portion of future capital plans. Both approaches are legally defensible and used by municipalities across the county.

Not all capital costs are eligible to be included in CEF calculations. Only the expansion of facilities to serve new development at the existing level of service can be included in the fees. Any capital costs related to repair, replacement, and enhancement of services must be excluded from the fee calculation.

The specific capital projects for each fee category that meet the standards necessary to be included in the CEF's are discussed below.

General Government Fee Calculation

- Through 2038 there are over \$22 million in capital projects that are attributable to growth. Such projects include expansion of the council room, storage facilities, cemetery offices, service center, transit facilities, traffic management facilities, and maintenance and operations center.
- Fifty percent of the planned project at the municipal building is growth-related expansion. The remaining portion is renovation and renewal that is not eligible to be included in the fee calculation.
- Only 7 percent of the planned work at the Fire and Administration building is expansion. The building is shared between general government and the Fire Department. Therefore, the amount shown represents general government's 35 percent share of the \$1.2 million project, based on current building usage.
- Various repair and renewal costs are shown in the capital plan but are not included in the fee eligible amount.
- Based on the growth projections and capital improvement plan, the study team calculated a maximum allowable fee of \$772.62 per single family residential unit, \$634.19 per multi-family unit, \$0.41 per commercial square foot, and \$0.29 per industrial square foot. This is compared to the existing fee of \$1,083.37 per single family unit, \$753.00 per multi-family unit, \$0.74 per commercial square foot, and \$0.10 per industrial square foot.

Police Fee Calculation

- For the Police Department, the largest capital investment necessary through 2038 is the future police training campus. This campus will likely be shared with the City of Fort Collins but only Loveland's portion is shown on the capital plan. Of the City's \$11.7 million share, 44 percent is attributable to growth-related needs.
- Future growth-related expansions of existing police buildings are fully included in the CEF calculation.
- Vehicles and equipment that will correspond with an expanding police force are eligible to be included in the fee calculation.
- Various repair and renewal costs are shown in the capital plan but are not included in the fee eligible amount.
- Based on the growth projections and capital improvement plan, the study team calculated a maximum allowable fee of \$415.88 per single family unit, \$341.37 per multi-family unit, \$0.22 per commercial square foot, and \$0.15 per industrial square foot. This is compared to the existing fee of \$874.49 per single family unit, \$608.00 per multi-family unit, \$0.60 per commercial square foot, and \$0.08 per industrial square foot.

Fire and Rescue Fee Calculation

- The plan includes two new fire stations and an expansion of Station #5. These stations will serve future growth and are therefore eligible to be included in the fee. Corresponding equipment and apparatus are also included in the fee.
- The replacement for Station #3 is shown in the capital plan, but is not eligible to be included in the fee calculation because the replacement is necessary to maintain the current level of service rather than driven by future growth.
- The new \$2.8 million fire training campus is shown as 95 percent fee eligible. Roughly 5 percent of the cost for the new campus will be for a new training tower, which is a replacement of the existing facility and therefore cannot be included in the fee. The remaining portion of the campus is necessary to expand the department's training capacity.
- Various repair and renewal capital costs are shown in the capital plan but are not included in the fee eligible amount. This includes the Fire Department's share of the \$1.2 million project at the fire & administration building, which is 93 percent repair and replacement.
- The study team has allocated the growth-related portion to the new heavy rescue truck.
- The fees also recognize the financial contributions from the unincorporated portions of the fire authority service area by netting out 18 percent of all future capital investments.
- Based on the growth projections and capital improvement plan, the study team calculated a maximum allowable fee of \$483.23 per single family unit, \$396.65 per multi-family unit, \$0.26 per commercial square foot, and \$0.18 per industrial square foot. This is compared to the existing fee of \$888.40 per single family unit, \$617.00 per multi-family unit, \$0.61 per commercial square foot, and \$0.08 per industrial square foot.

Library Fee Calculation

- The plan includes two new library satellites potentially located in southeast and northwest Loveland. The need for these facilities is driven by growth and therefore both facilities are eligible to be included in the fee calculation. Corresponding furniture, fixtures, and equipment; collections; and technology are also included in the fee calculation.
- Library repair and renewal capital costs are shown in the capital plan but are not included in the fee eligible amount.
- The fees also recognize the financial contributions from outside funding sources, such as private donations from organizations and individuals. Based on historical information from the current library facility, approximately 10 percent of the funding for the library satellites is expected to come from private sources.
- Based on the growth projections and capital improvement plan, the study team calculated a maximum allowable fee of \$397.37 per single family unit and \$326.17 per multi-family unit, compared to the existing fee of \$722.20 per single family unit and \$502.00 per multi-family unit.

Cultural Services Fee Calculation

- The \$15 million museum expansion is attributable to growth and therefore is CEF eligible. The project is shown in current dollars at \$11.7 million.
- The \$3 million museum storage facility is also eligible to be included in the CEF calculation. This determination was made under the condition that proceeds from the sale of the old storage facility are deposited into the Cultural CEF accounts. The project is shown in current dollars at \$2.9 million.
- Within the next 25 years, growth will increase the demand for Loveland's cultural facilities similar to what is currently provided at the Rialto Center. The value of this facility is based on the City's share of the current value of the Rialto Theater. Only 84 percent of this future facility is included in the fee calculation according to the current standard of one theater per 73,000 residents.
- Various repair and renewal capital costs are shown in the capital plan but are not included in the fee eligible amount.
- The fees also recognize the financial contributions from outside funding sources, such as private donations from organizations and individuals. Approximately 40 percent of the funding for the museum expansion is expected to come from outside sources based the funding identified in the 2015-2024 Capital Program. For the new cultural facility, approximately \$750,000 is expected to come from private sources. This is based on the amount of private funding used for the City's share of the Rialto Center.
- Based on the growth projections and capital improvement plan, the study team calculated a maximum allowable fee of \$406.50 per single family unit and \$333.67 per multi-family unit, compared to the existing fee of \$602.46 per single family unit and \$419.00 per multi-family unit.

Parks Fee Calculations

- The Parks & Recreation Master Plan includes future park developments necessary to meet growth related needs. These projects include the Loveland Sports Park, Kroh Park, Fairgrounds Park, and additional neighborhood parks. Corresponding restrooms, shelters, and support facilities are also included in the fee calculation.
- The current level of service is 6 acres of parks per 1,000 residents. Department staff provided BBC with the park cost of \$245,000 per acre.
- Based on the current level of service, approximately 335 acres of park land will need to be purchased in the next 25 years.
- One-third of the project costs for the Junior Achievement Park are eligible to be included in the fee calculation since this is the portion related to expansion rather than renovation of existing facilities.

- The Parks and Recreation Master Plan only identifies specific projects through 2024. In order to include the costs of maintaining the current level of service through 2038, trended park costs are also included in the fee.
- Various repair and renewal capital costs are shown in the capital plan but are not included in the fee eligible amount.
- Based on the growth projections and capital improvement plan, the study team calculated a maximum allowable fee of \$3,553.34 per single family unit and \$2,916.68 per multi-family unit, compared to the existing fee of \$3,582.24 per single family unit and \$2,452.00 per multi-family unit.

Trails Fee Calculations

- Future growth will necessitate expanding the trail network in order to maintain the current level of service. Therefore, new trail construction is eligible to be included in the fee calculation. These projects include the City Recreation Trail, added loop trails at existing sites, and trails for improved connectivity.
- The current trail levels of service are 1 mile per 3,105 residents for hard trails and 1 mile per 6,708 residents for soft trails. The average trail cost per mile is assumed to be \$265,000.
- Based on the current level of service, approximately 29 miles of trails need to be purchased in the next 25 years.
- The Parks and Recreation Master Plan only identifies specific projects through 2024. In order to include the costs of maintaining the current level of service through 2038, trended trail costs are also included in the fee.
- The CEF calculation also takes into consideration outside funding sources. Contributions from the Conservation Trust Fund that can be used towards trail expansion are subsequently subtracted from the fee calculation.
- Based on the growth projections and capital improvement plan, the study team calculated a maximum allowable fee of \$416.93 per single family unit and \$342.23 per multi-family unit, compared to the existing fee of \$526.99 per single family unit and \$366.00 per multi-family unit.

Recreation Fee Calculations

- Future growth will necessitate building additional recreation facilities in order to maintain the current level of service.
- The Parks Master Plan adopts a higher level of service for recreation centers and aquatic parks. However, only the portion of these facilities necessary to maintain the current level of service can be included in the fees. Based on the current level of service, 84 percent of the recreation center and aquatics park can be included in the fee calculation. This is based

on the current standard of one 90,000 square foot recreation center and one aquatics park per 73,000 residents.

- Various repair and renewal projects are shown in the plan, but are not included in the fee calculation.
- Based on the growth projections and capital improvement plan, the study team calculated a maximum allowable fee of \$1,107.95 per single family unit and \$909.43 per multi-family unit, compared to the existing fee of \$1,572.20 per single family unit and \$1,092.00 per multi-family unit.

Open Lands Fee Calculations

- The plan includes the acquisition of open lands necessary to maintain the current level of service. This includes lands both inside and outside the GMA; specifically identified properties as they become available; and conservation easements. These projects are all fully eligible to be included in the CEF calculation.
- The current level of service for fee simple properties is 24.34 acres per 1,000 residents. The level of service for conservation easements has been adjusted down to 10.07 acres per 1,000 residents in order to account for the unique Chimney Hollow site. Conservation easement partnerships and donations are removed from the fee calculation based on current inventory.
- Based on the current level of service, approximately 2,100 acres of open lands need to be acquired in the next 25 years.
- Department staff have indicated high land costs in the current market. Land costs provided to BBC are \$30,000 per acre for fee simple properties and \$15,000 per acre for conservation easements.
- The Parks and Recreation Master Plan only identifies specific projects through 2024. In order to include the costs of maintaining the current level of service through 2038, trended open lands costs are also included in the fees.
- The CEF calculation also takes into consideration outside funding sources. Open Lands sales tax funds that can be used towards capital and expansion are subtracted from the fee calculation. This was amount was derived from historical budget analysis which indicated that on average 66 percent of total Open Lands sales tax funds are spent on capital and expansion. The remaining 34 percent of funds are used for operational and maintenance spending, including the required fifteen percent maintenance reserve.
- Based on the growth projections and capital improvement plan, the study team calculated a maximum allowable fee of \$814.92 per single family unit and \$668.91 per multi-family unit compared to the existing fee of \$883.79 per single family unit and \$614.00 per multi-family unit.

City of Loveland
Draft Fee Calculation Comparisons 2/17/2015

	City's Replacement Cost Allocation	Loveland 2013 CEF	BBC Plan Costs	BBC Initial Plan Estimate
General Government				
Value	\$40,261,339		\$22,900,418	
Single Family Residential		\$1,083.37		\$772.62
Multifamily Residential		\$753.00		\$634.19
Commercial		\$0.74		\$0.41
Industrial		\$0.10		\$0.28
Police				
Value	\$32,498,945		\$12,326,696	
Single Family Residential		\$874.49		\$415.88
Multifamily Residential		\$608.00		\$341.37
Commercial		\$0.60		\$0.22
Industrial		\$0.08		\$0.15
Fire				
Value	\$33,015,815		\$14,323,067	
Single Family Residential		\$888.40		\$483.23
Multifamily Residential		\$617.00		\$396.65
Commercial		\$0.61		\$0.26
Industrial		\$0.08		\$0.18
Library				
Value	\$20,633,870		\$9,905,570	
Single Family Residential		\$722.20		\$397.37
Multifamily Residential		\$502.00		\$326.17
Commercial		\$0.00		\$0.00
Industrial		\$0.00		\$0.00
Cultural				
Value	\$17,212,999		\$10,133,203	
Single Family Residential		\$602.46		\$406.50
Multifamily Residential		\$419.00		\$333.67
Commercial		\$0.00		\$0.00
Industrial		\$0.00		\$0.00
Parks				
Value	\$102,348,313		\$88,577,040	
Single Family Residential		\$3,582.24		\$3,553.34
Multifamily Residential		\$2,452.00		\$2,916.68
Commercial		\$0.00		\$0.00
Industrial		\$0.00		\$0.00
Trails				
Value	\$15,056,759		\$10,393,168	
Single Family Residential		\$526.99		\$416.93
Multifamily Residential		\$366.00		\$342.23
Commercial		\$0.00		\$0.00
Industrial		\$0.00		\$0.00
Recreation				
Value	\$44,919,316		\$27,618,731	
Single Family Residential		\$1,572.20		\$1,107.95
Multifamily Residential		\$1,092.00		\$909.43
Commercial		\$0.00		\$0.00
Industrial		\$0.00		\$0.00
Open Lands				
Value	\$25,250,878		\$20,314,183	
Single Family Residential		\$883.79		\$814.92
Multifamily Residential		\$614.00		\$668.91
Commercial		\$0.00		\$0.00
Industrial		\$0.00		\$0.00
Total				
Total	\$331,198,234		\$216,492,076	
Single Family Residential		\$10,736.16		\$8,368.73
Multifamily Residential		\$7,423.00		\$6,869.29
Commercial		\$1.95		\$0.88
Industrial		\$0.26		\$0.62

Total New Growth Population	61,059
People per SF Unit	2.45
People per MF Unit	2.01

Development Type	Existing Fees
Single family unit	\$10,736.16
48-unit apartment complex	\$356,304.00
5,000 sq.ft. retail	\$9,725.07
50,000 sq.ft. industrial	\$13,021.93

Development Type	BBC's Total Fee
Single family unit	\$8,368.73
48-unit apartment complex	\$329,725.75
5,000 sq.ft. retail	\$4,418.58
50,000 sq.ft. industrial	\$30,876.19

STEP 1. GROWTH PROJECTIONS

Year	2014	2038	Growth	Components of Growth	Average Annual Growth
Housing Units	29,692	55,163	25,471	84%	3.6%
Residential Sq. ft. (2,044 per unit)	60,691,229	112,755,294	52,064,064		
Commerical Sq. ft.	11,984,341	18,855,471	6,871,130	11%	2.4%
Industrial Sq. ft.	7,716,686	10,687,348	2,970,662	5%	1.6%
Commerical Employment	25,751	40,549	14,798		2.4%
Industrial Employment	11,603	16,071	4,468		1.6%

Note: Square footage data based on the most accurate data available as of May 2014

Source: Larimer County Assessor, City of Loveland Annual Data and Assumptions Report, 2014 and NFRMPO

	Current Land	Employment	Sq.Ft. per Employee
Commercial (sq.ft.)	11,984,341	25,751	465
Industrial (sq.ft.)	7,716,686	11,603	665

STEP 2. GROWTH AMOUNT

Land Use Category	Growth Amount	Percent of Total
Residential Sq Ft	52,064,064	84%
units	25,471	
Commercial	6,871,130	11%
<u>Industrial</u>	<u>2,970,662</u>	<u>5%</u>
Nonresidential	9,841,792	16%
Total	61,905,856	100%

STEP 3. WEIGHT NON RESIDENTIAL BURDEN BASED ON EMPLOYEMENT

	Square Feet per Employee	Estimated Employee Growth	Nonresidential Burden
Nonresidential			
Commercial	465	14,798	77%
Industrial	665	4,468	23%

Total Burden	
Residential	84%
Commercial	12%
Industrial	4%

Source: NFRMPO and Larimer County Assessor

STEP 4. FEE CALCULATION (example Gen. Gov.)

Calculation of Impact Fees	
Plan Value for General Government Infrastructure	\$22,896,831
Future Burden Distribution	
Residential	84%
Commercial	12%
Industrial	4%
Costs by Land Use Category	
Residential	\$19,256,693
Commercial	\$2,795,173
Industrial	\$844,964
New Growth	
Residential (in dwelling units)	25,471
Commercial (in square feet)	6,871,130
Industrial (in square feet)	2,970,662
Impact Fee by Land Use (rounded)	
Single family (per dwelling unit)	\$772.50
Multi-family (per dwelling unit)	\$634.09
Commercial (per square foot)	\$0.41
Industrial (per square foot)	\$0.28

VS. EXISTING CALCULATION

Buy-in Value
\$40,261,339

Existing Fee Calculation

Residential Allocation	76.88%
Commercial	20.98%
Industrial	2.14%

Residential share	\$30,952,918
Commercial	\$8,446,829
Industrial	\$861,593

Housing Units	28,571
Square Feet	11,409,593
Square Feet	8,691,522

Per Unit	\$1,083.37
Per Square Foot	\$0.74
Per Square Foot	\$0.10

City of Loveland
General Government Plan: 2038

Facility	Amount	X	Growth Share	=	Amount to Include in Fees
Airport Equipment Storage	\$1,300,000		0 %		\$0
Airport Terminal	6,000,000		0		0
Municipal Council Room Expansion	2,288,125		100		2,288,125
Municipal Building Expansion/Renovation	256,875		50		127,500
Maintenance Operations Center	837,500		0		0
Fire and Administration *	420,000		7		29,400
Facilities Maintenance	1,462,750		0		0
Public Works Heated Storage Facility	1,750,000		100		1,750,000
Public Works Fence Replacement	50,000		0		0
Public Works Equipment Purchases	85,000		0		0
Replacemt. Cemetery Office / Shop	550,000		0		0
Expand Cemetery Office / Shop	300,000		100		300,000
Service Center Expansion (new or expanded facilities)	3,125,000		100		3,125,000
New transit facility and yard	4,765,625		100		4,765,625
Expanded or new facility for Traffic Management and Operations	2,812,500		100		2,812,500
Maintenance and Operations Center Expansion	1,781,250		100		1,781,250
New Salt & Sand Storage/Satellite Materials Handling Facility - East	6,250,000		100		6,250,000
Airport Security Modular Repair & Renewal	4,500		0		0
Airport Terminal Building Repair & Renewal	13,000		0		0
Airport Fixed Base of Operations Repair & Renewal	1,155,000		0		0
Fire Station #4 Repair & Renewal	364,500		0		0
Fire & Admin Building Repair & Renewal	1,555,500		0		0
Maintenance Operations Center Bldg. A Repair & Renewal	810,000		0		0
Maintenance Operations Center Bldg. B Repair & Renewal	165,500		0		0
Maintenance Operations Center Bldg. C Repair & Renewal	66,000		0		0
Municipal Building Repair & Renewal	2,162,000		0		0
Service Center Fleet Maintenance Repair & Renewal	1,054,500		0		0
Service Center Heated Storage/Cart Wash Repair & Renewal	89,500		0		0
Service Center Public Works Admin Bldg. Repair & Renewal	627,500		0		0
Service Center District Transportation Repair & Renewal	\$601,500		0		\$0
Service Center Vehicle Wash (Old) Repair & Renewal	268,500		0		0
Service Center Vehicle Wash (New) Repair & Renewal	330,500		0		0
Visitor Center/Chamber of Commerce Repair & Renewal	255,000		0		0
Impact Fee Study	\$7,778		100 %		\$7,778
Minus CEF Fund Balance	336,760		100		336,760
Total	\$43,228,643				\$22,900,418

Note: Shown at 35%/65% split between General Government and Fire Department
Source: Appendix B.2 Funding sources for capital improvement/expansion projects in current dollars.

City of Loveland
General Government Plan Based Fee Calculation

Calculation of Impact Fees	
Plan Value for General Government Infrastructure	\$22,900,418
Future Burden Distribution	
Residential	84%
Commercial	12%
Industrial	4%
Costs by Land Use Category	
Residential	\$19,259,710
Commercial	\$2,814,317
Industrial	\$849,749
New Growth	
Residential (in dwelling units)	25,471
Commercial (in square feet)	6,871,130
Industrial (in square feet)	2,970,662
Impact Fee by Land Use (rounded)	
Single family (per dwelling unit)	\$772.62
Multi-family (per dwelling unit)	\$634.19
Commercial (per square foot)	\$0.41
Industrial (per square feet)	\$0.29

Existing Fee
\$1,083.37
\$753.00
\$0.74
\$0.10

City of Loveland
Police Plan: 2038

	Amount	X	Growth Percentage	=	Amount to include in fees
Storage Area Expansion	\$312,500		100 %		\$312,500
On-duty Vehicle Cover	15,000		0		0
Police Training Campus	11,720,000		44		5,156,800
Install FOB's on gates	30,700		0		0
Create new trash enclosure	12,300		0		0
Insulate north wall in records	24,600		0		0
Polish concrete in booking area	36,900		0		0
Install TRANE SC-web based control package	46,125		0		0
Replace exterior wall pack lights with LED	12,300		0		0
Replace parking lot lights with LED	12,300		0		0
Study building envelope efficiency	18,500		0		0
Additional parking north side	38,375		0		0
Police Building Vehicle & Explosives Storage	284,375		100		284,375
Police Building Expansion 1	437,500		100		437,500
Police Building Renovation	945,313		0		0
Police Building Expansion 2	875,000		100		875,000
Secured Parking Municipal Court	19,305		0		0
Police Training Campus Future (Trended)	3,750,000		100		3,750,000
Police Vehicles (marked, admin, and specialty)	5,371,041		100		5,371,041
Police Equipment (weapons, body armor)	946,892		100		946,892
Police & Courts Building Repair & Renewal	3,698,500		0		0
Impact Fee Study	\$7,778		100 %		\$7,778
Minus CEF Fund Balance	4,815,190		100		4,815,190
Total	\$23,800,113				\$12,326,696

Note: Police equipment based on current assets

Source: City of Loveland Facilities Master Plan and Loveland Police Department.

City of Loveland
Police Plan Based Fee Calculation

Calculation of Impact Fees	
Value of Police Infrastructure	\$12,326,696
Future Burden Distribution	
Residential	84%
Commercial	12%
Industrial	4%
Costs by Land Use Category	
Residential	\$10,366,998
Commercial	\$1,504,783
Industrial	\$454,915
Future Land Use	
Residential (in dwelling units)	25,471
Commercial (in square feet)	6,871,130
Industrial (in square feet)	2,970,662
Impact Fee by Land Use (rounded)	
Single family (per dwelling unit)	\$415.88
Multi-family (per dwelling unit)	\$341.37
Commercial (per square foot)	\$0.22
Industrial (per square foot)	\$0.15

Existing Fee
\$874.49
\$608.00
\$0.60
\$0.08

City of Loveland
Fire & Rescue Plan: 2038

	Amount	X	Growth Percentage	X	City's Share*	=	Amount to include in fees
Fire & Administration Building	\$780,000		7 %		82 %		44,946
New Station #10	4,176,000		100		82		3,424,320
Apparatus for Station #10 (3)	1,500,000		100		82		1,230,000
Replace Station #3	2,812,500		0		82		0
Station #5 Addition	1,375,000		100		82		1,127,500
Apparatus for Station #5 Addition	500,000		100		82		410,000
Northwest Heavy Rescue Truck	500,000		44		82		180,400
New Fire Station #11	4,176,000		100		82		3,424,320
Apparatus for Station #11 (3)	1,500,000		100		82		1,230,000
Equipment for New Stations	1,386,162		100		82		1,136,652
Training Center	2,782,440		95		82		2,156,961
Fire Station #2 Repair & Renewal	207,000		0		82		0
Fire Station #3 Repair & Renewal	256,500		0		82		0
Fire Station #5 Repair & Renewal	265,000		0		82		0
Fire Station #6 Repair & Renewal	207,500		0		82		0
Fire Training Classrooms - B Repair & Renewal	210,500		0		82		0
Fire Training Garage - C Repair & Renewal	4,000		0		82		0
Fire Training Command Center - E Repair & Renewal	37,000		0		82		0
Fire Training Burn Prop Repair & Renewal	173,500		0		82		0
Impact Fee Study	\$7,778		100 %		100 %		\$7,778
Minus CEF Fund Balance	49,810		100		100		49,810
Total	\$22,807,070						\$14,323,067

Note: FAB is only shown at 65% total amount because building is split between Fire and General Government.

*City's share represents the City vs Rural District cost split.

Source: City of Loveland Facilities Master Plan and Loveland Strategic Fire Plan.

City of Loveland
Fire & Rescue Plan Based Fee Calculation

Calculation of Impact Fees	
Value of Future Fire Infrastructure	\$14,323,067
Future Burden Distribution	
Residential	84%
Commercial	12%
Industrial	4%
Costs by Land Use Category	
Residential	\$12,045,986
Commercial	\$1,760,215
Industrial	\$531,476
Future Land Use	
Residential (in dwelling units)	25,471
Commercial (in square feet)	6,871,130
Industrial (in square feet)	2,970,662
Impact Fee by Land Use (rounded)	
Single family (per dwelling unit)	\$483.23
Multi-family (per dwelling unit)	\$396.65
Commercial (per square foot)	\$0.26
Industrial (per square feet)	\$0.18

Existing Fee
\$888.40
\$617.00
\$0.61
\$0.08

City of Loveland
Library Facilities Plan: 2038

Cost Category	Amount	x	Growth Percentage	=	Amount to Include in Fees
Library Repair & Renewal	\$1,388,000		0 %		\$0
Library Satellites (2, NW & SE)	\$8,946,094		100		\$8,946,094
Satellite FF&E and Collections	\$2,123,341		100		\$2,123,341
Satellite Technology	\$353,687		100		\$353,687
Impact Fee Study	\$7,778		100 %		\$7,778
<i>Minus</i> Expected Private Exp. Funding	\$894,609		100		\$894,609
<i>Minus</i> CEF Fund Balance	<u>\$630,720</u>		100		<u>\$630,720</u>
Total	\$11,293,570				\$9,905,570

Note: Satellite Collection and Technology values based on current values; Private funding assumed at 10%

Source: Loveland Facilities Master Plan.

City of Loveland
Library Plan Based Fee Calculation

Calculation of Impact Fees	
Value of Future Library Infrastructure	\$9,905,570
Future Burden Distribution	
Residential	100%
Commercial	0%
Industrial	0%
Costs by Land Use Category	
Residential	\$9,905,570
Future Land Use	
Residential (in dwelling units)	25,471
Impact Fee by Land Use (rounded)	
Single family (per unit)	\$397.37
Multi-family (per unit)	\$326.17

Existing Fee
\$722.20
\$502.00

City of Loveland
Cultural Services Plan: 2038

Cost Category	Amount	x	Growth Percentage	=	Amount to Include in Fees
Museum Expansion	\$11,698,619		100 %		\$11,698,619
Museum Storage	2,921,130		100		2,921,130
Future Cultural Facility ⁽¹⁾	3,553,471		84		2,984,916
Rialto Theater Repair & Renewal	791,500		0		0
Museum Repair & Renewal	982,500		0		0
Impact Fee Study	\$7,778		100 %		\$7,778
<i>Minus</i> Outside funding for Museum ⁽²⁾	4,607,000		100		4,607,000
<i>Minus</i> Outside funding for Cultural Facility ⁽³⁾	750,000		100		750,000
<i>Minus</i> CEF Fund Balance	2,122,240		100		2,122,240
Total	\$12,475,758				\$10,133,203

Notes:

⁽¹⁾ Value of future cultural facility is based on current value of City's share of the Rialto Theater Center

⁽²⁾ Outside funding for the museum expansion is assumed to be approx. 40% based on funding shown in 10 year Capital Program.

⁽³⁾ Outside funding for cultural facility is based on private funding used towards the City's share of the Rialto Center

Source: Loveland Facilities Master Plan, 10-year Capital Program, and discussions with City staff

City of Loveland
Cultural Services Plan Based Fee Calculation

Calculation of Impact Fees	
Value of Future Cultural Infrastructure	\$10,133,203
Future Burden Distribution	
Residential	100%
Commercial	0%
Industrial	0%
Costs by Land Use Category	
Residential	\$10,133,203
Future Land Use	
Residential (in dwelling units)	25,471
Impact Fee by Land Use (rounded)	
Residential (per dwelling unit)	\$406.50
Multi-family (per unit)	\$333.67

Existing Fee
\$602.46
\$419.00

City of Loveland
Parks & Trails Plans: 2038

Fee Category	Estimated Cost	Percent Growth Related	Amount to Include in Fees
Parks			
Loveland Sports Parks Offices	\$37,500	100 %	\$37,500
Equipment Wash Areas	56,250	100	56,250
Equipment Wash Areas (Trended)	56,250	100	56,250
Loveland Sports Park	3,000,000	100	3,000,000
Kroh Park	1,900,000	100	1,900,000
Fairgrounds Park	500,000	100	500,000
CP-1 (Northwest Loveland)	9,000,000	100	9,000,000
NP-1 (East)	1,000,000	100	1,000,000
NP-2 (Southeast)	1,700,000	100	1,700,000
NP-3 (Northwest)	1,700,000	100	1,700,000
Junior Achievement Park	750,000	33	247,500
Restrooms and Shelter Construction	500,000	100	500,000
Park Land Acquisition& Development 2025 and beyond	70,508,518	100	70,508,518
Amphitheater Repair & Renewal	33,500	0	0
Barnes Park Restroom Flds 1-4 Repair & Renewal	28,000	0	0
Benson Sculpture Garden Restrooms Repair & Renewal	8,000	0	0
Centennial Park Storage Repair & Renewal	27,500	0	0
Centennial Park Restrooms/Shelter Repair & Renewal	94,500	0	0
Fairground Park Maintenance Repair & Renewal	26,000	0	0
Fairground Park Restrooms Repair & Renewal	19,500	0	0
Kroh Park Restrooms Repair & Renewal	51,000	0	0
Kroh Park Storage Repair & Renewal	37,000	0	0
Lakeside Park Restrooms Repair & Renewal	51,000	0	0
Loveland Sports Park Maintenance Repair & Renewal	89,000	0	0
Mehaffey Park Maintenance Repair & Renewal	16,000	0	0
Mehaffey Park Restrooms Repair & Renewal	8,500	0	0
North Lake Park Maintenance Repair & Renewal	27,500	0	0
North Lake Park Restrooms Repair & Renewal	58,500	0	0
Park Maintenance Facility Repair & Renewal	865,500	0	0
Seven Lakes Park Restrooms Repair & Renewal	29,000	0	0
Sunnyside Park Restrooms Repair & Renewal	45,500	0	0
Viestenz-Smith Mtn Park Maintenance Repair & Renewal	93,500	0	0
Viestenz-Smith Mtn Park Restrooms Repair & Renewal	11,500	0	0
Parks Subtotal	\$92,329,018		\$90,206,018
Impact Fee Study	7,778	100 %	7,778
Minus CEF Fund Balance	1,636,756	100	1,636,756
Parks Total			\$88,577,040
Trails			
City Recreation Trail	\$2,761,470	100 %	\$2,761,470
Added loop trails at existing P&R sites	500,000	100	500,000
Multi-purpose trail development/connectivity	3,325,400	100	3,325,400
Trail acquisitions 2025 and beyond	1,036,433	100	1,036,433
Construction of Trail Underpasses (6)	7,200,000	100	7,200,000
Trails Subtotal	\$14,823,303		\$14,823,303
Impact Fee Study	\$7,778	100 %	\$7,778
Minus CEF Fund Balance	\$541,898	100	\$541,898
Minus Conservation Trust Fund Contribution ⁽²⁾	\$15,584,059	25	\$3,896,015
Trails Total			\$10,393,168

Notes:

1) Future GOCO Grant Revenues are not subtracted from the fee calculations because there is not a sufficiently reasonable expectation of future funding.

2) Approximately 1/4 of the Conservation Trust Fund Revenues can be used towards expansion. The remaining funds are used for non-CEF eligible projects and are therefore not subtracted from the fee calculation

Source: Parks Master Plan, Facilities Master Plan, and Summary of Renewal Costs by CEF Category (By Building)

**The City of Loveland
Parks Fee Calculation**

Calculation of Impact Fees	
Plan Value for Parks	\$88,577,040
Future Burden Distribution	
Residential	100%
Commercial	0%
Industrial	0%
Costs by Land Use Category	
Residential	\$88,577,040
Future Growth	
Residential (in dwelling units)	25,471
Impact Fee by Land Use (rounded)	
Single family (per dwelling unit)	\$3,553.34
Multi-family (per dwelling unit)	\$2,916.68

Existing Fee
\$3,582.24
\$2,452.00

**The City of Loveland
Trail Fee Calculation**

Calculation of Impact Fees	
Plan Value for Trails	\$10,393,168
Future Burden Distribution	
Residential	100%
Commercial	0%
Industrial	0%
Costs by Land Use Category	
Residential	\$10,393,168
Future Growth	
Residential (in dwelling units)	25,471
Impact Fee by Land Use (rounded)	
Single family (per dwelling unit)	\$416.93
Multi-family (per dwelling unit)	\$342.23

Existing Fee
\$526.99
\$366.00

**City of Loveland
Recreation Capital Plan**

Facility	Amount	X Growth Share	= Amount to Include in Fees
Chilson Rec Center Storage Expansion	\$275,000	100 %	\$275,000
New Recreation Center	34,200,000	84	28,859,216
Aquatics Park	3,250,000	84	2,724,127
Winona Pool Storage Expansion	262,500	100	262,500
Centennial Concessions Facility Expansion	150,000	100	150,000
Chilson Rec Center Repair & Renewal	4,401,000	0	0
Winona Pool Repair & Renewal	340,000	0	0
Centennial Park Concessions/PR Repair & Renewal	84,000	0	0
Impact Fee Study	\$7,778	100 %	\$7,778
<i>Minus</i> CEF Fund Balance	\$4,659,890	100	\$4,659,890
Total	\$38,310,388		\$27,618,731

Source: Facility Master Plan Appendix B, 10-year CIP, Parks and Recreation Master Plan

**The City of Loveland
Recreation Fee Calculation**

Calculation of Impact Fees	
Plan Value for Recreation	\$27,618,731
Future Burden Distribution	
Residential	100%
Commercial	0%
Industrial	0%
Costs by Land Use Category	
Residential	\$27,618,731
Future Growth	
Residential (in dwelling units)	25,471
Impact Fee by Land Use (rounded)	
Single family (per dwelling unit)	\$1,107.95
Multi-family (per dwelling unit)	\$909.43

Existing Fee
\$1,572.20
\$1,092.00

City of Loveland
Open Lands Plan: 2038

Fee Category		Estimated Cost	Percent Growth Related	Amount to Include in Fees
P&R Master Plan 2014-2024	Quick-win development projects	\$3,700,000	100 %	\$3,700,000
	Trails in open lands/urban trail corridors	500,000	100	500,000
	Open lands acquisitions (inside GMA)	18,850,250	100	18,850,250
	Unique acquisition opportunity (outside GMA)	2,700,000	100	2,700,000
	Conservation Easements ⁽¹⁾	9,224,400	100	9,224,400
	Nature Center	200,000	100	200,000
	Future open lands acquisitions 2025 and beyond	18,635,150	100	18,635,150
	Open Lands Subtotal	\$53,809,800		\$53,809,800
	Impact Fee Study	\$7,778	100 %	\$7,778
	Minus CEF Fund Balance	1,943,044	100	1,943,044
	Minus Donations/partnerships for Conservation Easements ⁽²⁾	7,287,276	100	7,287,276
	Minus Open Lands Sales Tax Fund Balance ⁽³⁾	7,977,386	66	5,265,075
	Minus Open Lands Sales Tax Revenues ⁽⁴⁾	28,800,000	66	19,008,000
Open Lands Total				\$20,314,183

Notes:

- 1) The level of service for conservation easements has been adjusted to remove Chimney Hollow.
- 2) Approximately 79 percent of funding for conservation easements comes from partnerships/donations
- 3) Open Space Fund Balance as of December 2014. Assumes 66 percent of the total fund balance can be used towards land acquisition
- 4) Approximately 66 percent of future Open Space Tax revenues can be used for park acquisition and other CEF eligible projects.

Source: Parks & Recreation Master Plan and Facilities Master Plan

The City of Loveland
Open Lands Fee Calculation

Calculation of Impact Fees	
Plan Value for Open Lands	\$20,314,183
Future Burden Distribution	
Residential	100%
Commercial	0%
Industrial	0%
Costs by Land Use Category	
Residential	\$20,314,183
Future Growth	
Residential (in dwelling units)	25,471
Impact Fee by Land Use (rounded)	
Single family (per dwelling unit)	\$814.92
Multi-family (per dwelling unit)	\$668.91

Existing Fee
\$883.79
\$614.00

Study Session

- **287 Strategic Plan** (Bethany Clark, Strategic Planning)
(60 minutes including staff presentation)

The 287 Strategic Plan is nearing completion with an expected adoption by July 2015. Staff and the consulting team will be presenting progress to-date and asking for input from the Planning Commission on the overall Economic Strategies, Actions, and Sub-Actions identified for each segment of the Highway 287 Corridor.

- **Create Loveland** (Karl Barton, Strategic Planning)
(60 minutes including staff presentation)

The study session will cover the eight land use themes that represent what is important to the community regarding growth, development and the future of Loveland. Along with each of these themes there is a set of priorities that have been presented to the public during Create Loveland Community Choices month. The planning team will be presenting the preliminary results of this outreach and asking the Planning Commission to weigh in on the options allowing drafting of Create Loveland to begin.



Memorandum

To: Loveland Planning Commission

From: Bethany Clark, Community & Strategic Planning

Date: March 9, 2015

RE: 287 Strategic Plan

The 287 Strategic Plan is nearing completion with an expected adoption by July 2015. The purpose and overall goal of the Strategic Plan is to identify those strategies and projects that will enhance the corridor's appeal to businesses and attract new investments to spur additional economic development within and adjacent to the Corridor, as well as associated redevelopment opportunities. Through a community-based planning effort, under the direction of City staff and stakeholders, economic strategies, actions, and sub-actions were identified for the five segments of the corridor to address the challenges associated with each segment. The actions and sub-actions were further refined and prioritized based on their overall impact, geographic influence, and potential cost versus revenue generated.

The next steps will be to start drafting the plan with the refined strategies, actions, and sub-actions. As part of a more robust outreach program to obtain feedback from the affected property and business owners along the corridor, City staff and the consultant team will be once again holding individual meetings with owners to allow further feedback prior to the Draft Plan going to the Planning Commission and City Council. A public open house will also be scheduled to receive feedback from the public on the recommended strategies. Finally, a draft plan will be presented to the Planning Commission for a recommendation to City Council.

Attachments

- a. Highway 287 Strategic Plan Executive Summary



Executive Summary

03 March 2015

Purpose

The 287 Strategic Plan is one of the largest economic development projects in the region. In January of 2012, the Loveland City Council held their annual Council Advance to set the priorities for the year. One of the goals the Council set as a priority was to develop a Highway 287 Strategic Plan to guide its development and improve business opportunities along the Corridor. This goal was again adopted as a priority by City Council in 2013 and their commitment was reaffirmed with the subsequent funding for the project.

As one of the main corridors into Loveland's downtown, the Highway 287 Corridor will serve as an important future growth area and has great potential for redevelopment and becoming an enhanced gateway for Downtown Loveland. This Plan serves as a guide for residents, property and business owners, developers, City staff, and elected officials in making good land use, design, and development decisions within the Corridor.

A key outcome of this Plan is an understanding of, and strategies that address, the Corridor's competitive business position, and the type and combination of supportable retail, office, and industrial space that can be retained and attracted to the Corridor. The Plan also identifies impediments associated with development and creates strategies to facilitate redevelopment, attract private investment, and create a positive image through well designed streetscapes and high-quality development.

The purpose and overall goal of the Strategic Plan is to identify those strategies and projects that will enhance the area's appeal to businesses and attract new investments to **spur additional economic development within and adjacent to the Corridor, as well as associated redevelopment opportunities.** This Plan outlines new initiatives consistent with City Council's guidance to redevelop, improve, and sustain this area, which has long been associated with primarily highway-oriented commercial. These initiatives focus on the best means of upgrading, improving, repositioning, and attracting new investment.

The planning effort was designed as a community-based initiative, and focuses on those actions that best strengthen the

How to Use the Plan

The following Volumes are provided to residents, property and business owners, developers, City staff, and elected officials to make strategic decisions about the Corridor.

Executive Summary

Purpose

Need

Vision

Process

Challenges, Economic Strategies, Actions + Sub-Actions

Corridor-Wide Action Plan

*Initial Work Program
Recommendations*

Volume 1: Zone 1

Volume 2: Zone 2

Volume 3: Zone 3

Volume 4: Zone 4

Volume 5 Zone 5

Appendix 1: Public Involvement and Use of Case Studies

Appendix 2: Existing Conditions and Economic Analysis

Appendix 3: Analysis Maps

Corridor's economic position, ultimately offering an overall vision and associated action items. The Purpose, Need, Vision, Economic Strategies, Actions, and Sub-Actions have been developed and refined through a 12-month public participation process.

The primary goals of the Plan are to:

- encourage and facilitate redevelopment of declining areas;
- enhance business opportunities;
- Increase jobs and generate new tax revenue through new development;
- generate private investment;
- create a pleasant, safe, and inviting streetscape;
- maintain and enhance multimodal mobility;
- improve public safety and infrastructure;
- enhance and promote parks and trails as community amenities;
- foster community support through extensive outreach to property and business owners;
- create a positive image and an identity through well designed, high-quality development; and
- establish gateways to the City and Downtown Loveland; and
- define an implementation strategy and provide specific recommendations for City Council.

Need

As one of Loveland's main gateways, the 287 Corridor should be the face of Loveland, but commercial competition is increasing at an alarming rate. Vacant structures, under-performing businesses, and discount-based businesses are emerging. Inconsistent business signage, poor maintenance, lack of standards for parking and building frontages, a shortage of vertical landscape elements, numerous power poles/distribution lines, and pole signage all contribute to a commercial business corridor that is not achieving its full potential. There is a need for additional diversity in businesses to cater to large segments of residents in the region. There is also a need for new development of mixed use neighborhoods, large scale retailers, hotels, and new entertainment venues adjacent to the Corridor. These signs of declined investment represent a problem that was most likely magnified with the recession, and exacerbated by increasing competition from other communities as well as adjacent areas along I-25. Seven statements of overall need are addressed below:

The Corridor accounts for a large portion of the city's tax revenue and key areas show decline.

A market analysis, completed as part of this Strategic Plan, has emphasized the City budget's reliance on the fiscal success of businesses along 287. The City has indicated that as much as 25% of the City's sales and jobs are located along this Corridor. The decline or failure of this area has much broader implications than just the success or failure of individual properties along the Corridor; the entire City has a vested interest in the area's vibrancy.

The Corridor provides primarily lower-end retail.

In order for the Corridor to redevelop and realize its full potential, the Corridor must cater to a larger portion of the market and its customers - specifically larger retailers, mixed use developments, entertainment venues, and those interested in redevelopment. Many current uses are unable to attract a larger consumer base, which has resulted in disinvestment in key areas and, in turn, a declining appearance. This decline in prosperity of key areas along the Corridor indicates that some areas need to be repositioned.

287 is experiencing increased competition.

287 competes against retail further north and south on the Corridor in other communities as well as other corridors such as Highway 34 and Harmony Road in Fort Collins. The redevelopment of Fort Collins' Foothills Mall and the development of new retail centers such as Centerra along I-25 have resulted in increased competition on the Corridor.

There is underutilized retail and a lack of supporting housing stock.

There is a shortage of quality, market-rate, multifamily housing within the 287 study area. Many local retailers do not have sufficient local housing to support their business and rely solely on drive-by traffic. Many existing housing developments built adjacent to the Corridor do not have easy access to local commercial areas. Areas within walking distance of retailers, which could be occupied by housing, are often occupied by a continuous strip of commercial retail. This pattern does not break up the existing commercial or create stronger nodes of commercial activity. The Corridor provides many transportation options, yet most are inaccessible to a large portion of Loveland's existing or future residents.

The north and south gateways to the City of Loveland need enhancement.

287 is Loveland's gateway from Fort Collins to the north and from Berthoud/Longmont to the south, and yet does not have an identity unique to Loveland. Experienced primarily from the automobile, the Corridor should represent the City's cultural values. While recent wayfinding signage has improved this, aging buildings and inconsistent streetscape has not resulted in a unique character nor unifying theme for the Corridor. In some cases, these characteristics can deter additional private sector reinvestment. Continual investment is needed to improve gateways, civic amenities, and existing streetscape to improve the area's competitive advantage over other commercial areas and corridors. The Corridor needs to serve as a destination for Loveland and the larger regional market.

Current transportation facilities do not support the mobility and economic goals of the Corridor.

In order to support a vibrant economy, a phased transportation plan is needed to improve mobility of vehicles, transit riders, bicyclists, and pedestrians. Current vehicular congestion detracts from the visitor experience, and the Corridor lacks access control in key locations and other improvements which could improve traffic flow. A transit system is present; however the strategies to continually advance this system have not yet been outlined. Bike access north-south is secondary and discontinuous. Pedestrian access, especially within existing commercial centers, is not prevalent, reducing length of stay and overall shopper experience. Capacity, overall mobility, and quality of experience of this State Highway will continue to be reduced without improvements.

The area suffers from unique impediments to economic development within each zone.

The Corridor changes in character, issues, and opportunities within each Zone. Zones further south lack utilities in order to accommodate new development, which, in turn, reduces the opportunity for new development. In many segments, older properties are in need of repositioning. Several zones are challenged by risks and benefits associated with natural resources, including the Big Thompson River. The Corridor's five Zones are described below. Challenges specific to each Zone are described in subsequent sections, and further detailed in subsequent Volumes, specific to each Zone.

Project Zones



Zone 1:
Between 71st St. & 37th St.

Zone 2:
Between 37th St. & the Cemetery

Zone 3:
Between Cemetery & 8th St.

Downtown

Zone 4: Between 1st St. & 14th St.
SE/SW

Zone 5: Between 14th St. SE/ SW &
42nd St. SE

The success of the 287 Strategic Plan hinges on redefining the economic resiliency of the Corridor and its five Zones. By repositioning each Zone with projects that support a vibrant economy, the prosperity of the Corridor will improve. Subsequently, each Zone will:

- Facilitate private business investment;
- encourage mutually supportive uses;
- reduce impediments to development and redevelopment;
- cater to individualized economic development strategies;
- enhance visual appeal;
- illustrate individual identities; and
- provide integrated public transportation options.

Creating a forward-looking vision for 287 relied on input from residents, business owners, City staff, elected officials, agencies, and the broader Loveland community. The vision was derived from individual conversations with business and property owners, corridor walks, public meetings, comments from Study Team and Advisory Committee, elected officials, and community surveys. Three public workshops and an online survey were used to gather input on values and vision. Prior to the public workshop, the Study Team discussed and evaluated over 40 memorable streets and corridors across the nation. Comparable highways were reviewed to identify the qualities of a great street. The five of highest-ranked corridors were selected, containing elements that could be considered for the 287 Corridor. At the visioning public events, participants examined and discussed the following five corridors in greater detail:

1. North College Avenue, *Fort Collins, Colorado*
2. Euclid Avenue, *Cleveland, Ohio*
3. 2100 South (Sugarhouse District), *Salt Lake City, Utah*
4. Quebec Street, *Commerce City, Colorado*
5. Kingshighway Boulevard, *St. Louis, Missouri*

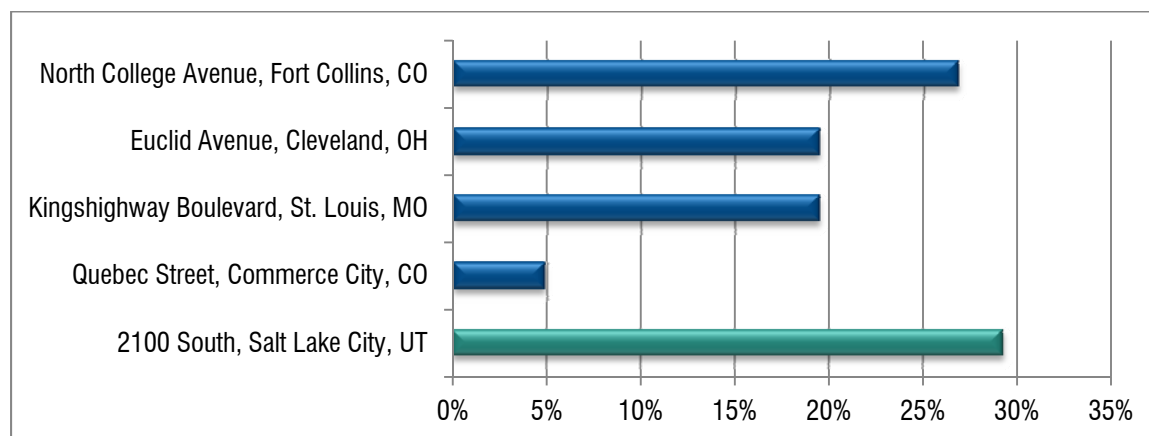
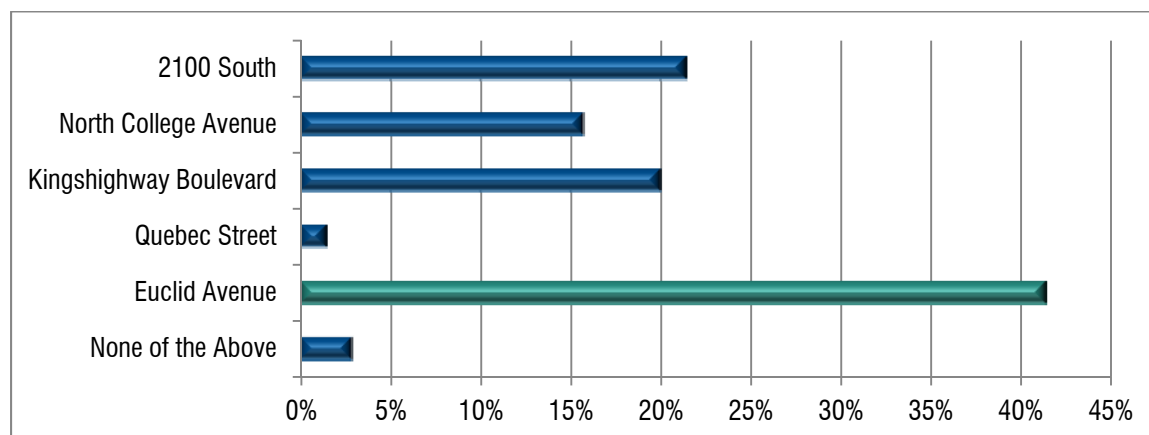


After learning about each corridor, meeting attendees participated in an electronic polling activity. Participants were asked to select which corridor they found the most memorable. Key discussions focused on which qualities make a great street and, more importantly, a great economic corridor, as well as those attributes that could be applicable to 287.

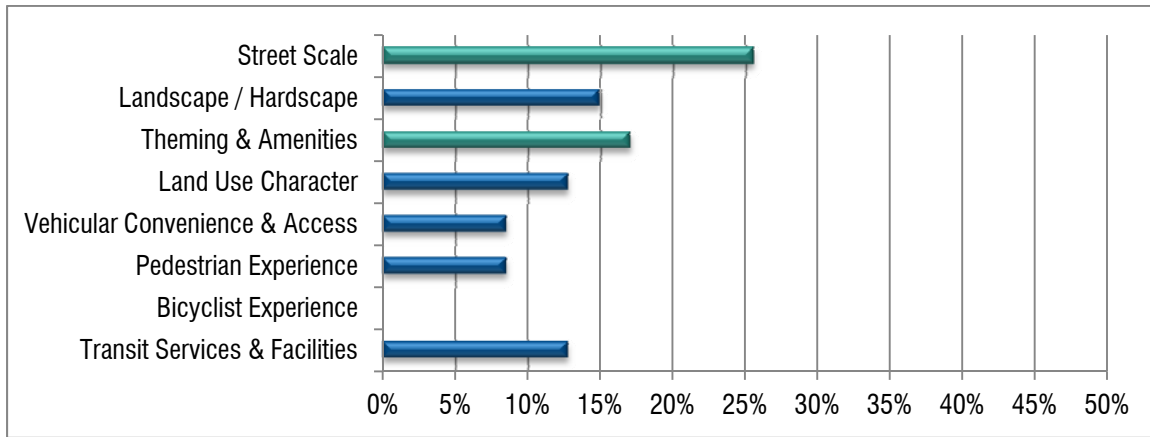
Results varied from one session to another, but, overall Cleveland's Euclid Avenue and Salt Lake City's 2100 South (Sugarhouse District), were ranked the highest in workshops and online surveys.

The following charts show the reasons survey participants made their selected choices. Building design and scale and a modern unique streetscape look with an integrated multimodal transportation system were some of the largest factors.

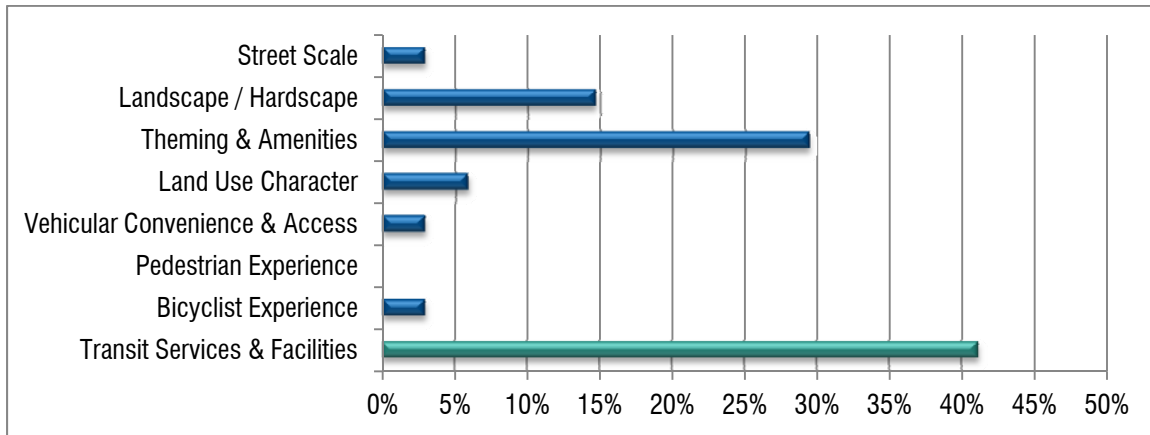
Online + Workshop Polling Results



2100 South (Sugarhouse District) Desired Elements



Euclid Avenue Desired Elements



Some think it is important to develop inspiration from some of the great economic corridors in the nation. Euclid Avenue, one of the highest-ranked case studies is considered to be one of the most successful, recent corridor redevelopments in the nation. During the visioning process, the questions were asked, “Are these corridors comparable?” and “Would they fit?”

Euclid has both comparable length and traffic counts very similar to 287. As illustrated, the corridor’s cross section also easily fits into 287’s cross section. It helps determine how space can be used and if there other alternatives for that space that would not only move vehicles, but spur economic development and meet all the qualities of a great street.



Great Streets

Allan Jacobs, the author of Great Streets, has observed and measured scores of famous urban streets and boulevards, in order to explore what makes great public streets. His book provides a tool to analyze and quantify the initial reaction when confronted with these streets. Criteria include:

A Defined Street

- Is the street an extension of a downtown?
- What is the overall width and number of travel lanes?
- Does it have a beginning and/or end?
- Is it contained with building enclosure?

Places for People to Walk and Bike with Some Leisure

- Does the right-of-way include sidewalks?
- Is the area pedestrian-oriented?
- Does the right-of-way include bicycle lanes?
- Does the area contain connections to off-street trails and greenways?
- Could the street be considered bike-dominant?
- Does the street include high-efficiency transit facilities?

Physical Comfort

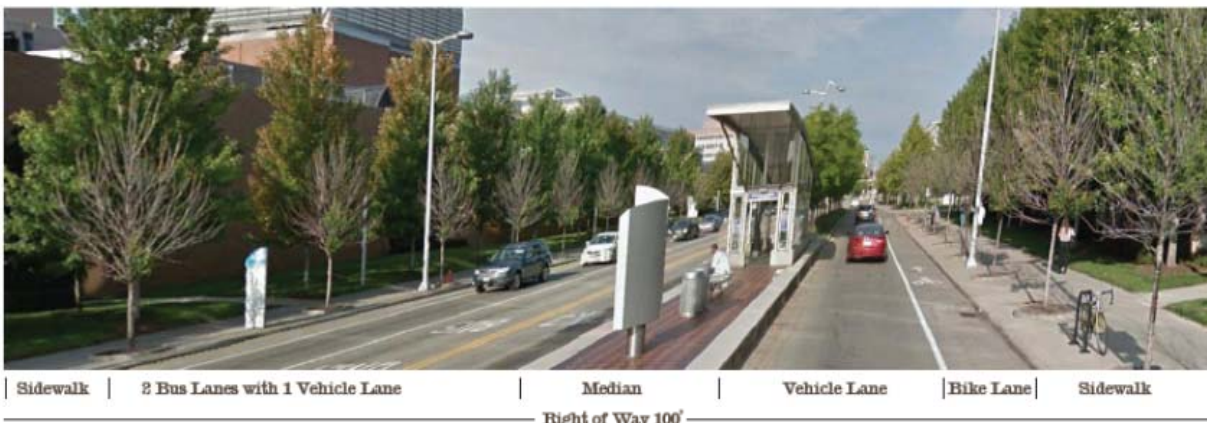
- Does the right-of-way include on-street parking?
- Does the right-of-way include pleasant, interesting, and well-maintained landscaping?
- Is it safe?

Qualities that Engage the Eye

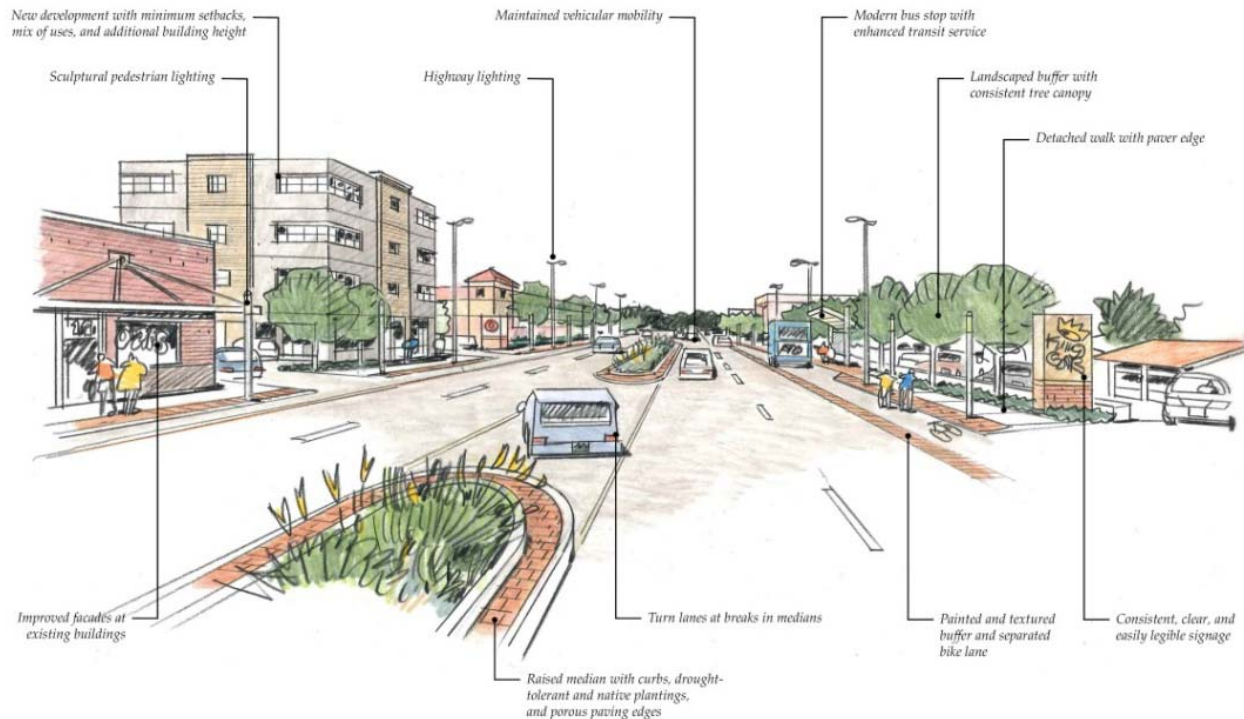
- Does the area include unique theming and/or design features?
- Does the right-of-way highlight the area's arts and culture?
- Are there pedestrian plazas and places adjacent to the corridor?

Unique Character

- Does the corridor boast an eclectic mix of land uses?
- Do the style of the street features and elements reflect the local values and culture



Loveland's 287 Corridor will become a thriving economic corridor by:



Creating an environment that promotes the diversification of employment opportunities.

Preserving desirable land uses and accommodate new uses that improve the character and economic position of the corridor.



Developing improved multimodal connectivity while balancing vehicular mobility, to provide safe and pleasant access to adjacent businesses.



Protecting and capitalizing on the parks, cultural resource, historical heritage, and natural resources.



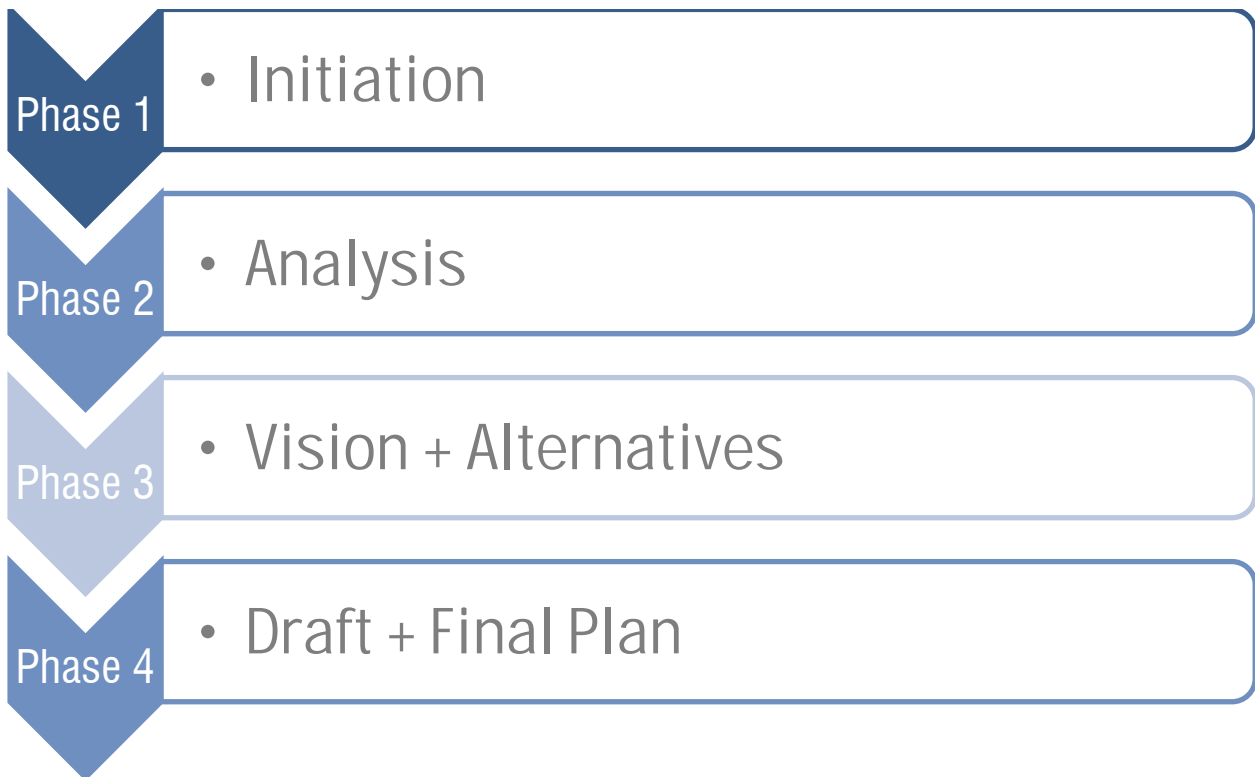
Emphasizing the enduring nature of materials, architectural character, and site design that supports Loveland's identity.

Process

The 287 Study Team and Advisory Committee were established in late 2013. City Council first recognized the need to develop an economic development strategy for the Corridor and helped create a decision structure for the Plan. Committee membership was structured around City staff, agencies, and stakeholder organizations to provide an efficient and productive means for ensuring meaningful participation from the Corridor's business and property owners. The Study Team met seven times, and the Advisory Committee met five times over the past year. Their key recommendations formed the basis for the development of this plan.

Highway 287 and the Loveland community played a significant role in the development of this Plan. In total, a dozen meetings were held with individual property owners, and strengthened with a corridor business walk, a business forum, a study session with Planning Commission, a study session with City Council, input from the Loveland Downtown Partnership, and two public workshops series, consisting of multiple meetings. These public events were held during the visioning, strategy, and recommendation stages of the Plan. An online virtual event was held on the web following each public event, and additional input was provided through multiple Create Loveland public events.

Subsequent workshops with both Planning Commission and City Council are planned through March, along with another set of individual property owner meetings. A final public open house will be held in the spring to review the Draft Plan, and public hearing and adoption is expected in the summer of 2015.



Challenges, Economic Strategies, Actions + Sub-Actions

Challenges

The five sets of Challenges identify the general issues that each Zone of the Corridor is facing. While many of the issues are common to multiple Zones, some issues exist only for specific areas.

Economic Strategies

The 5 Economic Strategies are the overall approach to investments within each Zone, based on the purpose of the Plan and the Challenges. These Strategies correspond to each Challenge. Strategies will be annually monitored in order to adjust and prioritize.

Actions + Sub-Actions

The 17 Actions have been drafted in order to provide a targeted solution to improve the economic position of each Zone. 30 Sub-Actions have been categorized into study, policy, and project actions, and are further detailed by anticipated cost and anticipated effectiveness in influencing change. Actions and Sub-Actions should be annually monitored in order to adjust and re-prioritize if necessary. Each of these Actions and Sub-Actions are described in further detail in the five subsequent Volumes.

Details by Zone

Zone 1: 71st Street to 37th Street

Challenges.

A large number of vacant commercial properties along 287 from 37th to 65th create gaps in destinations, and the strength of the Longview/Midway employment node is not being leveraged to generate additional growth.

Economic Strategy.

Concentrate future commercial uses at 65th Street, and employment uses in Longview/Midway. Transition remaining corridor to community-oriented services and higher-density residential uses to create more coherent and better planned commercial nodes, and open vacant parcels to alternative development opportunities.

Actions.

1.1 Encourage Mixed Use. Apply zoning to encourage mixed use and residential development in order to support retail districts to the north and south.

1.2 Include Multimodal Amenities. Improve the overall street section and east-west connections to incorporate multimodal travel.

1.3 Attract Business. Leverage the existing employment concentration to strengthen employment base and attract additional business.

Sub-Actions.

Zoning District Map Revisions • Form-Based Code • Bike & Pedestrian Amenities • East/ West Connections • Longview/ Midway Commercial Center and the Peakview Commercial Park Expansion

Zone 2: 37th Street to Cemetery

Challenges.

The 29th to 33rd Street commercial area is the most viable commercial node in the Corridor but the quality of the store mix is declining, circulation and access is confusing, and the shopping center overall, is aging and in need of reinvestment. Current zoning and development regulations promote incremental, piecemeal improvements that tend to discourage reinvestment.

Economic Strategy.

Create a public/private development plan to revitalize and expand the 29th commercial node as a community shopping and entertainment destination for central and north Loveland.

Actions.

2.1 Revitalize the 29th Street Commercial Area. Develop a commercial district revitalization plan.

2.2 Simplify Connections. Reorganize the street network and walk and trail connections for improved vehicle, pedestrian, and bicycle access and connectivity.

2.3 Improve Dry Creek Bridge. Improve bridge and pedestrian crossings at Dry Creek.

Sub-Actions.

Orchards, Loveland Market Place and Palmer Gardens Master Plan • ULI Healthy Places Workshop • Garfield Avenue Bike Boulevard Study • Dry Creek Bridge Enhancements • 37th Street Completion

Zone 3: Cemetery to 8th Street

Challenges.

Many existing properties are of low-value and/or underperforming uses, with an abundance of vacant sites of narrow frontages, and inadequate access for commercial redevelopment. These small lots under separate ownership cause complications in redevelopment options. A lack of pedestrian access and appropriate separation from auto traffic creates an unsafe and unpleasant environment.

Economic Strategy.

Improve the couplet right of way to create more functional commercial sites and attract higher quality uses oriented to Downtown as well as the surrounding residential neighborhoods.

Actions.

3.1 Expand Downtown and Allow Mixed Use. Expand the DDA Boundary and allow mixed use through the Couplet area.

3.2 Improve Multimodal Amenities. Improve the pedestrian environment and add bike lanes.

3.3 Initiate the 34/287 Redevelopment Plan. Create a redevelopment plan for the Hwy 34 & Hwy 287 intersection as a key gateway into Downtown.

Sub-Actions.

Downtown Boundary Expansion • Zoning District Map Revisions • Interior Blocks Master Plan • Couplet Mobility & Streetscape Improvements • 5th Street Station Master Plan • US34/ US287 Master Plan.

Zone 4: 1st Street to 14th Street SE/SW

Challenges.

In general, the area consists of small lot, low-value commercial and industrial uses. Higher-value commercial frontage development potentials are compromised by county industrial uses to the east. The flood hazard limits reinvestment opportunities for certain properties, while the area's development does not capitalize on the River as an amenity.

Economic Strategy.

Create an enhanced river corridor with public spaces and amenities that will attract new commercial development and make existing properties more attractive.

Actions.

4.1 Mitigate Flood Hazard. Mitigate the flood hazard and reduce the possibility of future damage from flood events.

4.2 Create a Master Plan. Create a plan to capitalize on flood mitigation efforts and convert the 287/ Big Thompson River crossing into a River District (i.e. Estes Park, Pueblo, or Golden).

4.3 Create Gateway. Improve the bridge across the Big Thompson River to help mitigate flooding and create a southern gateway to Downtown.

Sub-Actions.

Big Thompson Bridge Extension • Ongoing Mitigation and Enhancements • River District Master Plan • Zoning District Map Revisions • Big Thompson Bridge Enhancements

Zone 5: 14th St. SE/SW to 42nd St. SE

Challenges.

The area is sparsely developed with large vacant areas, a lack of connected street network, a lack of infrastructure to serve the area, and a lack of households to support new commercial uses. The area also lacks a cohesive land use plan and annexation plan for the multiple County enclaves within the area.

Economic Strategy.

Concentrate future commercial and employment development and high-density residential development at 14th Street/Hwy 402 while maintaining and expanding low- and medium-density residential uses to the south.

Actions.

5.1 Modify Future Land Use & Zoning.

5.2 Create Gateway. Create a southern gateway into Loveland.

5.3 Develop Master-Planned Residential Communities. Promote the development of contiguous, master-planned neighborhoods.

Sub-Actions.

Future Land Use Map Revisions • Zoning District Map Revisions • Gateway Enhancements • Utility Master Plan • Metro Districts Allowance

All Zones

Actions.

6.1 Improve Corridor-Wide Aesthetics.

6.2 Improve Mobility. Improve transit service, as well as bike and pedestrian access.

Sub-Actions.

Municipal Code Updates • Code Enforcement Coordination • Electrical Distribution Line Burial • Transit Service Improvements • Access Management • Sidewalk Construction

Corridor-Wide Action Plan

A detailed Action Plan, developed and prioritized by the community, stakeholders, and advisory committees, is summarized here and fully outlined within each subsequent Volume. A total of **5 Economic Strategies, 17 Actions, and 30 Sub-Actions** have been identified for the 8-mile Corridor.

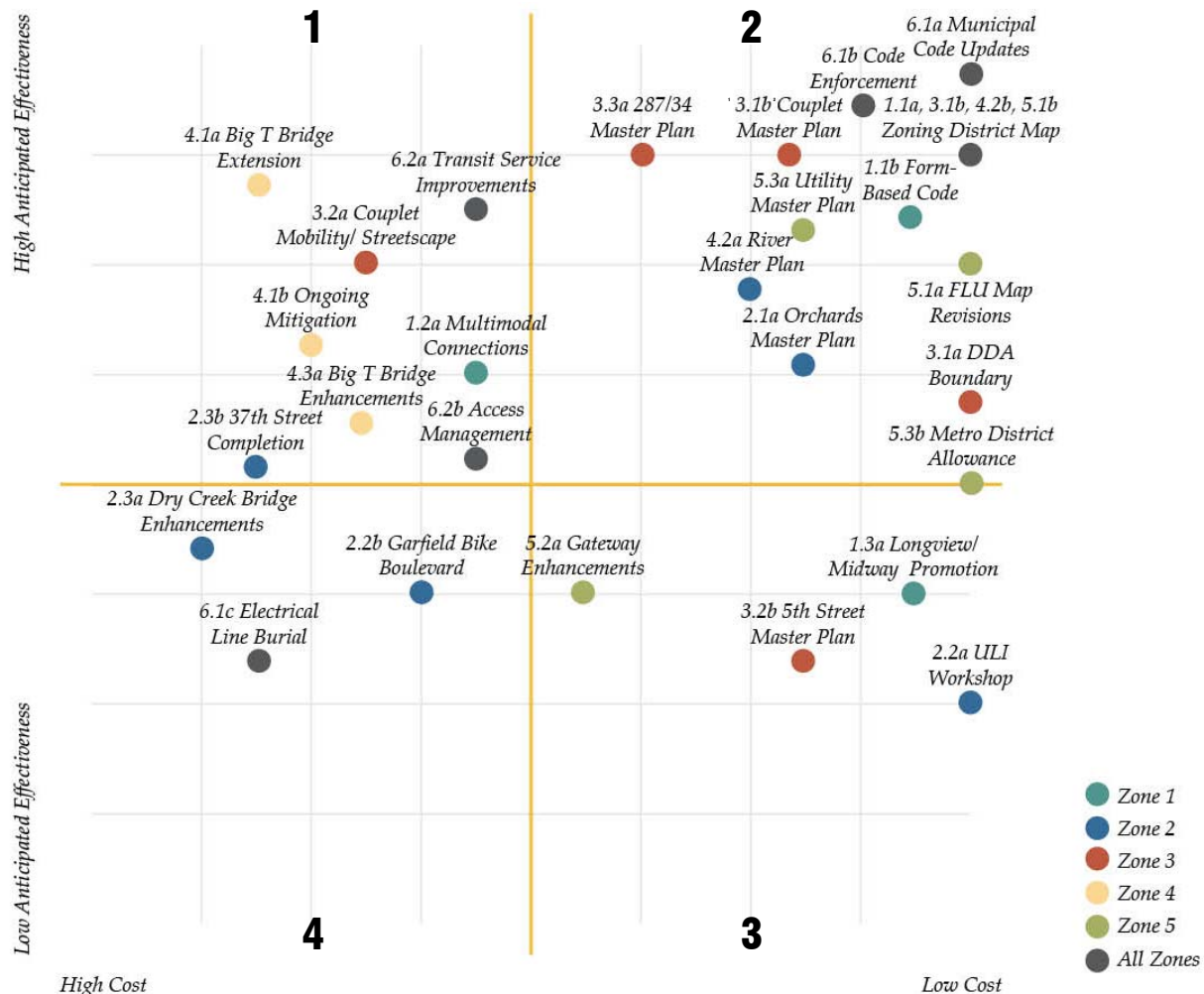
Together, these Strategies work to provide a coordinated approach to spur additional economic development within and adjacent to the Corridor. Each Strategy's corresponding Sub-Actions have been individually ranked based on their ability to address the specific issues related to each Zone. In order to classify the project packages, the Sub-Actions have been divided into three project types: **policies, studies, and projects**.

Prioritization

A comprehensive analysis of priority projects was identified by determining each Sub-Action's overall effectiveness vs. anticipated cost:

Effectiveness: **impact** - the ability to improve the economic position of the Corridor; and **influence** - the geographic scale of change and the ability to improve all five zones.

Cost: the potential cost vs. revenue generated.



Immediate Action Program

This initial work program focuses on:

- those immediate projects that should result in transformative change within the first two to five years of implementation;
- quick fixes that set underlying policy structures or funding mechanisms in place for future change;
- projects that enhance public safety; and
- projects that have been heard as a high priority from public outreach.

The initial work program predominantly targets those Sub-Actions found in Quadrants 1 and 2. Quadrant 1 includes those projects that are considered to be transformative in nature with a higher cost; while Quadrant 2 projects are those that are a little less costly, but still have the capability for incremental positive change over time.

The remaining Quadrant 1 and 2 projects, as well as those Quadrant 3 and 4 projects should be pursued as part of the long-term work program and evaluated annually by City Council. Many of these projects would also require additional funding sources, including special assessments or state or federal agencies.

Long-Term Work Program

Optimally, all Sub-Actions should be anticipated to be implemented within a 20- to 25-year timeframe. As the Strategic Plan is designed to be flexible in order to allow City Council to be adaptive, responsible, and decisive in implementing these projects, these Sub-Actions should be continuously monitored to evaluate the course of the Corridor and ensure its desired economic position is realized.

A work program for implementing the Strategic Plan should be created and reviewed annually by City Council and City staff. The initial work program should be created immediately following City Council's adoption of this Plan, and should be revisited each year as part of the budgeting process. In setting the work program, City Council should evaluate which projects are most needed by reviewing work completed over the past year, available funding, and strategies based on how well the Corridor is adapting to the vision. The work program process may also result in the reprioritization of projects if expected results are not realized.

These corrective actions will ensure the desired end result is achieved. Resources required to implement the strategy will be considered, along with parties responsible for implementing the project and the timeframe for implementing the strategy. Moreover, as strategies are completed and/or new best practices, technology, and information become available, the work program may include projects not listed in this document.

However, each project or action should be relevant to an Economic Strategy within this Plan and measured by effectiveness and cost.

Immediate Action Plan

Quick Wins – High Return, Low Risk Items

Applicable Zone	Sub-Action	Value Added	City Role	Estimated Cost to City	Citizen Concern
Zone 1	1.1a. Zoning Code Updates: Update the zoning code, including new overlay zones, to promote mixed use and residential development to support retail districts to the north and south.	<ul style="list-style-type: none"> Removes barriers to redevelopment Facilitates business reinvestment Brings retail customers into walking and biking distance 	Lead	~\$20,000 In house and funds are appropriated for code consultant	Medium
	1.2a. Bike and Pedestrian Amenities: Require pedestrian and cyclist amenities as new development occurs along 287 and from adjacent neighborhoods.	<ul style="list-style-type: none"> Improves public safety 	Lead, with FDOT coordination	No cost, unless provided by City as incentive	High
	1.2b. East/West Connections: Require that new development provide connections and future right-of-way for east/west street connections from retail districts to adjacent neighborhoods.	<ul style="list-style-type: none"> Increases business activity by providing easy access from adjacent residential neighborhoods Promotes business reinvestment 	Lead	No cost, In house	Medium
Zone 2	2.2a ULI Building Healthy Places Workshop: Utilize the outcomes of the spring workshop to inform additional changes or amenities within the area.	<ul style="list-style-type: none"> Promotes citizen awareness regarding the built environment and healthy living opportunities 	Lead	No cost, workshop awarded through grant application	High
Zone 3	3.1c. Zoning District Map Revisions: Expand the B-E zoning to match the new DDA boundary outside the B-E zone, in order to allow mixed use development.	<ul style="list-style-type: none"> Promotes mixed use within the DDA Provides more land use options to facilitate redevelopment 	Lead	In house	Medium
Zone 4	4.2a. Create Big Thompson District Redevelopment Plan: Capitalize on flood mitigation efforts and establish a river district for the Hwy 287 river crossing.	<ul style="list-style-type: none"> Uses outside funding source to capitalize on flood mitigation efforts Incentivizes business reinvestment or new development 	Lead	~\$200,000?	High

Applicable Zone	Sub-Action	Value Added	City Role	Estimated Cost to City	Citizen Concern
Zone 5	5.1b. Zoning District Map Revisions: Promote a node of mixed use and higher density residential at 14 th Street/Hwy 402.	<ul style="list-style-type: none"> • Concentrates living units in closer proximity to community commercial uses • Reduces vehicle miles traveled • Utilizes a more efficient provision of public infrastructure 	Lead	No cost, In house	Medium
	5.3a. Utility Master Plan: Plan for all utilities south to Hwy 402 and what the city and/or county will fund vs. private development	<ul style="list-style-type: none"> • The cost to extend sewer service has delayed new development south of 402. 	Lead	~\$150,000	Low
All Zones	6.1a. Construct Missing Sidewalk Segments: Design and build missing sections of sidewalks along the length of the Corridor.	<ul style="list-style-type: none"> • Improves public safety • Strengthens mobility • Increases length of stay/visitor experience 	Lead	> \$500,000	High
	6.1b. Underground Utility Lines: Bury utility lines as part of a capital improvement project, utility service upgrades, and new development or redevelopment.	<ul style="list-style-type: none"> • Improves reliability of electric service and visual impacts on Corridor • Promotes business reinvestment 	Partner with utility suppliers and private entities	> \$1 million	Low



Community & Strategic Planning

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Memorandum

To: Loveland Planning Commission

From: Karl Barton, Community & Strategic Planning

Date: March 9, 2015

RE: Create Loveland Community Choices Study Session

ATTACHMENTS

1. Create Loveland Community Choices Survey
2. Preliminary Community Survey Results Summary
3. Paper Survey Results Summary

BACKGROUND

Over the last year the Create Loveland planning team has been making steady progress on the completion of the plan, with much effort being spent speaking with stakeholders and citizens to ask them what they want for the future of Loveland. We have been out speaking with people at community events such as farmers' markets, hosting open houses and facilitating a virtual conversation on the internet.

From this dialogue a vision has been developed for Loveland's future, and statements have been made about what is important for Loveland in regards to how it grows and changes. These ideas have been distilled by the planning team into a set of 8 themes addressing land use and related priorities. These are what we will be discussing tonight.

During the month of February, which we had termed *Create Loveland Community Choices* Month, we spoke with over 1000 people at 12 events as well as online and asked them to help us rank the priorities included with the 8 themes. Our next step will be to begin drafting the plan and its policies to reflect and achieve these priorities. But before we do that we want to get your guidance on the same.

EIGHT LAND USE THEMES

The eight themes included here are the culmination of the public outreach that has taken place to date. They represent the ideas and future that stakeholders in the Loveland community think are important. Additionally, the priorities and big ideas presented here are also what we have heard from the public.

You will find, included as Attachment 1, the survey on the eight themes that we used with the public. Below, I will give a brief explanation and background on each of the eight themes. When reviewing the priorities you will note that most of the choices are “and” choices in that we can do this “and” this, but we can’t do everything so we need to prioritize. You will find that some of the choices are “or” choices in that we can do one or the other, but not both.

#1 Support a Downtown Renaissance

Loveland residents are passionate about their Downtown and want to see it return to its status as the heart of the community. Most recognize that significant progress has been made Downtown with new developments and businesses bringing new vigor, but work still remains. The priorities here are asking people what they think the best way is to move forward as Loveland’s Downtown renaissance takes off.

2 Invest in Loveland’s Older Neighborhoods

Loveland is expected to grow rapidly in the future, really a continuation of historical trends. Stakeholders in the community realize that it is not possible or desirable for all of that growth to occur in currently undeveloped areas and that some of that growth, and attending vitality, needs to be directed to those areas of Loveland that are already developed and perhaps in need of more investment. These priorities ask what stakeholders think are the important considerations for us to consider as existing neighborhoods grow and change.

3 Facilitate Complete Neighborhoods

To accommodate future growth, there will be many more new neighborhoods built in Loveland. We heard from many stakeholders that they want more options to choose from in Loveland when it comes to neighborhood types, including neighborhoods that feature a mix of housing types and the accessory uses, such as retail, that make daily life more convenient. These are what we mean by “Complete Neighborhoods.”

4 Cultivate Vibrant Economic Centers

Loveland’s economic centers are where its residents work and shop. Loveland’s growth will mean that we will need new centers and as well as reinvestment in older centers to prevent blight. These priorities ask how we want to maintain Loveland’s economic vibrancy.

5 Revitalize Our Corridors and Gateways

Loveland's corridors, east to west and north to south are some of the most visible and visited parts of our City, for tourists and residents alike. They also, in conjunction with our economic centers, represent our most important value adding areas. However, Loveland stakeholders don't always feel that our corridors, particularly Hwys 34 and 287 measure up to our community image. These priorities ask how we should go about bringing the functional and aesthetic standards of our corridors and gateways up to the standard we desire.

6 Create a Healthy, Safe & Accessible Community

A growing body of research has linked the way that our cities are planned, designed, and built to how easy it is for us to make healthy and safe choices. Whether these choices involve how we get around or whether we live in an area prone to natural disaster, if the healthy choice is not available to Loveland residents it will be hard for the community to achieve any of its other goals. These priorities speak to how to better design Loveland with these ideas in mind.

7 Celebrate Our Natural Assets in an Urban Setting

Loveland's high quality of life, and therefore its attractiveness and economic development potential, is directly linked to its abundance of natural and recreational opportunities. As Loveland grows there will be greater demands on these resources, whether open space or the Big Thompson River and its water. These priorities ask, where and how we should work to make sure that the growth that will bring so many benefits to Loveland does not degrade what is so important to us.

8 Strengthen Loveland's Strategic Roles in the Region

In recent years Northern Colorado has grown to be a notable economic region in its own right, with Loveland poised to assume an important role within it. However, in order to fully realize that role Loveland's leadership is needed in the arenas of economic development and infrastructure. Also, the floods of 2013 made clear that Loveland also needs to recognize its place as a City within a natural system and region. The priorities in this theme ask where we should focus our energies in forging connections and supporting economic and natural health.

What the planning team needs to find out now is, "what are **your** priorities?" as they relate to these themes. Due to the time constraint of this study session, we plan to go over the 8 themes 4 at a time.

Preliminary Public Results

The results presented in this packet as Attachments 2 and 3 represent the survey responses collected during Create Loveland Community Choices month.

Attachment 2 contains a summary of the input received from the Stakeholder Committee, Board & Commission members, Open City Hall (as of March 1st), and paper surveys. Attachment 3 is a summary of the paper surveys collected.

The paper surveys were distributed at:

Public Open House – February 3rd

Senior Advisory Board Meeting – February 4th

Business After Hours – February 5th

PlanHub at Loveland Aleworks – February 10th

Lifespring Community Church – February 13th

Fire & Ice festival – February 14th

Mountain View Rotary – February 18th

CanDo Coalition Meeting – February 24th

PlanHub at Coffee Tree – February 26th

Surveys completed at Loveland Public Library and Chilson Center – last two weeks of February

You will note that the titles of the priorities have been condensed in the spreadsheet so that it reads better. Also, note the column headings, “Stakeholder Committee,” “Boards and Commissions,” “Open City Hall,” and “All Other Questionnaires” which indicate the source of the rating. The circles indicate the popularity of that particular option, such as done in the Consumer Reports magazine.

Now that you can see what the public at large thinks. It is time for you to tell us what you think.

CENTERS + CORRIDORS

#1. SUPPORT A DOWNTOWN RENAISSANCE

WHAT ARE WE DOING TODAY?

- Implementing the Downtown Strategic Plan through the Urban Renewal Area, private/public partnerships, and strategic catalyst projects.
- Incentivizing redevelopment and rehabilitation of older buildings that contribute to Downtown.
- Designating and preserving the Downtown historic district and landmarks.
- Establishing a Downtown Development Authority (DDA).

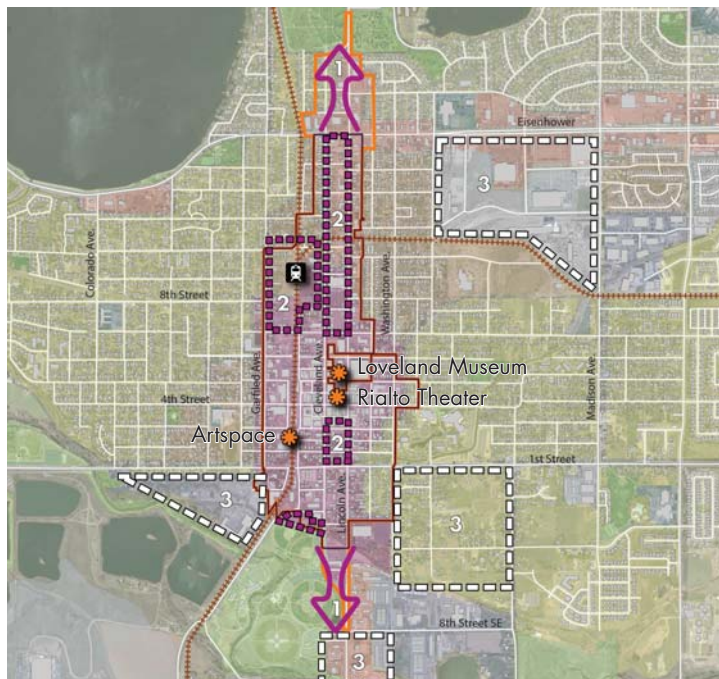
WHAT ARE YOUR TOP 3 PRIORITIES FOR TOMORROW?

- ☐ Continue to use available public resources to support new Downtown development.
- ☐ Focus public resources on a defined market niche of cultural institutions, dining, entertainment, retail and housing.
- ☐ Continue to focus available public resources in the historically defined core.
- ☐ Expand the Downtown area north towards Hwy 34 and south to the Big Thompson River.
- ☐ Take a proactive approach to redevelopment.
- ☐ Wait for private sector redevelopment initiatives.
- ☐ Encourage building design consistent with the existing character of Downtown.
- ☐ Allow more flexible building designs to diversify the character of Downtown.
- ☐ Prioritize transportation (including bike, transit, and pedestrian) and utility infrastructure improvements in Downtown as a way to attract private investment.
- ☐ Other:

WHAT DOES THAT LOOK LIKE?

1) Expand Downtown North & South to Incorporate Supporting Land Uses & Increase Visitation

2) Support Key Catalytic Redevelopment that Meets the Vision of Downtown



3) Develop Adjacent Areas to Support Downtown as the Cultural & Economic Center of Loveland



Improve City Infrastructure (Pedestrian Facilities, Lighting, Fiber, Stormwater) to Support the Desired Vision

CENTERS + CORRIDORS

#2. INVEST IN LOVELAND'S OLDER NEIGHBORHOODS

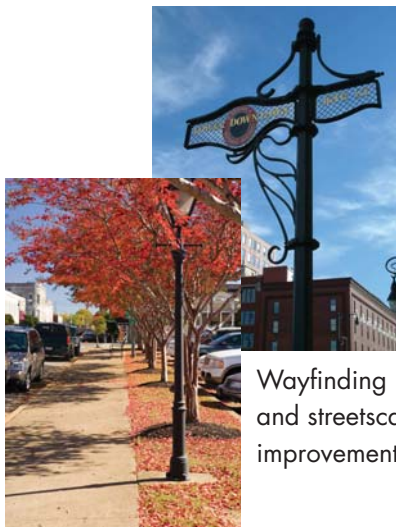
WHAT ARE WE DOING TODAY?

- Maintaining and upgrading existing neighborhood infrastructure.
- Stabilizing neighborhoods through code enforcement.
- Designating, preserving, and rehabilitating historic buildings and landmarks.

WHAT ARE YOUR TOP 3 PRIORITIES FOR TOMORROW?

- ☐ Stimulate development on vacant properties.
- ☐ Improve parks, and plant/maintain street trees.
- ☐ Promote the rehabilitation of housing.
- ☐ Promote more multi-family housing and mixed use developments to allow seniors to age in place, attract young families, and provide for the growing number of non-traditional households.
- ☐ Use public funds to refresh older/distressed neighborhoods.
- ☐ Prepare neighborhood plans to guide change where appropriate.
- ☐ Build the identity of Loveland's geographic areas by formalizing district and neighborhood names and branding.
- ☐ Better connect Downtown to surrounding neighborhoods through pedestrian and infrastructure improvements.
- ☐ Other:

WHAT DOES THAT LOOK LIKE?



Wayfinding
and streetscape
improvements



Park improvements



Multi-family housing and mixed-use
developments

Targeted redevelopment



Façade improvements



Attachment 1

CENTERS + CORRIDORS

#5. RE-VITALIZE OUR CORRIDORS AND GATEWAYS

WHAT ARE WE DOING TODAY?

- Promoting a positive image along major corridors.
- Concentrating commercial uses along corridors.
- Undertaking corridor planning to improve our commercial corridors.

WHAT ARE YOUR TOP 3 PRIORITIES FOR TOMORROW?

- ☐ Require higher aesthetic standards for our gateways.
- ☐ Use incentives to achieve higher quality design in gateway areas.
- ☐ Transition existing land uses to be more transit supportive in strategic areas creating a complementary mix of land uses including multi-family development near future transit stations.
- ☐ Continue current development patterns.
- ☐ Refine the standards for Corridor Commercial development to discourage strip commercial development patterns.
- ☐ Concentrate commercial uses in centers instead of as strip development.
- ☐ For I-25, focus new development on tourism, the sports industry and primary jobs.
- ☐ For Hwy 402: cluster new office, industrial and manufacturing uses at intersections.
- ☐ For Hwy 402: disperse employment development evenly along corridor.
- ☐ Unify Loveland east-west and north-south through a cohesive streetscape image.
- ☐ Other:

WHAT SHOULD CORRIDORS AND GATEWAYS LOOK LIKE?

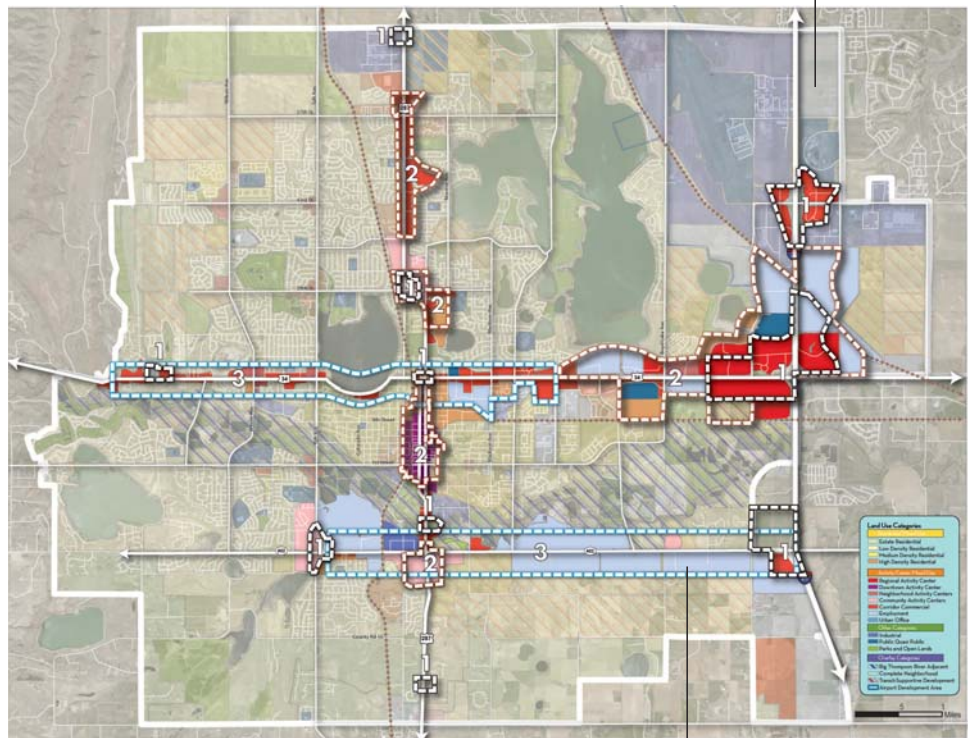
1) Capitalize on and celebrate Loveland's gateways to promote a first-impression of Loveland as a world-class destination for art, leisure, and business.



2) New land uses that support vibrant economic corridors, future transit and other modes.

3) Prepare corridor plans for Hwy 402 and U.S. 34.

For I-25, focus new development on tourism, the sports industry, or primary jobs.



For Hwy 402, cluster new office, industrial and manufacturing uses at intersections, or other strategic locations.

ENVIRONMENT, HEALTH + MOBILITY

#6. CREATE A SAFE, HEALTHY AND ACCESSIBLE COMMUNITY

WHAT ARE WE DOING TODAY?

- Planning an efficient multi-modal transportation system, by implementing the 2035 Transportation Master Plan.
- Implementing the 2014 Parks and Recreation Master Plan by completing a citywide trail system.
- Implementing the 2012 Bicycle and Pedestrian Plan by retrofitting existing roadways to accommodate bicycle and pedestrian connectivity.
- Requiring all new roads to include pedestrian and bicycle infrastructure, where appropriate.

WHAT ARE YOUR TOP 3 PRIORITIES FOR TOMORROW?

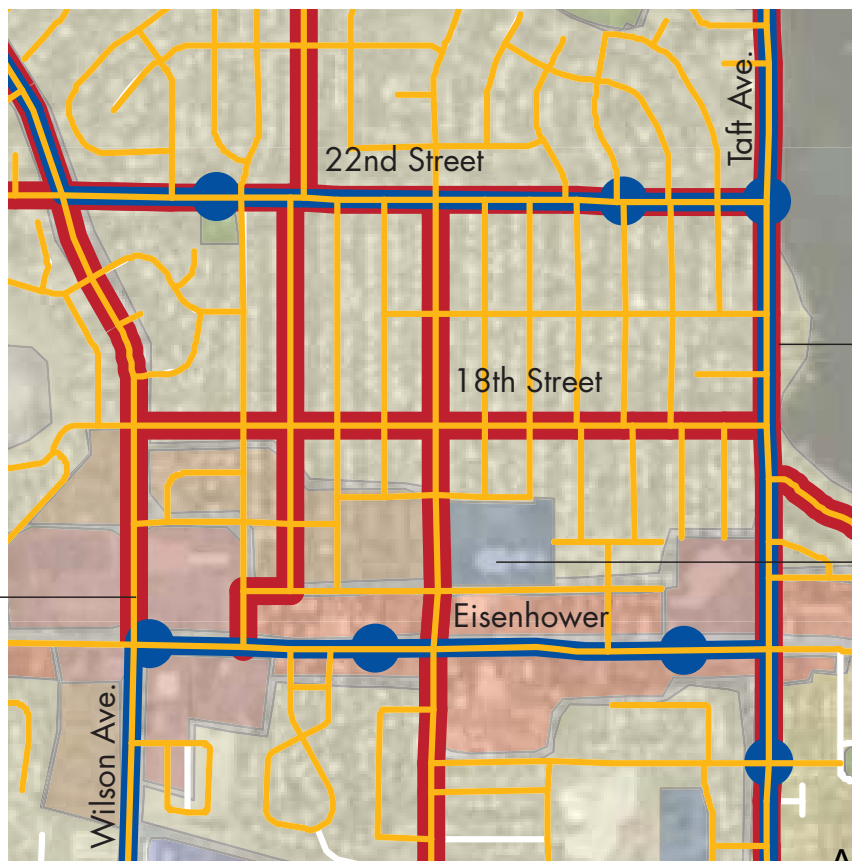
- ☐ Require well-connected streets in new developments and redevelopment areas.
- ☐ Improve bicycle and pedestrian comfort, connections, and safety in all activity centers and neighborhoods.
- ☐ Ensure access to transit by those most in need.
- ☐ Locate new homes within a 10-minute walk of either a park, school, or grocery market.
- ☐ Increase density options so that more neighborhoods are transit-supportive.
- ☐ Accelerate build out of the 2012 Bicycle and Pedestrian Plan.
- ☐ Other:

WHAT DOES THAT LOOK LIKE?



The area above promotes active transportation with a highly-connected network of sidewalks, bicycle facilities, and transit.

Commercial area supported by transit



Multi-modal connections to Loveland Recreational Trail

Multiple safe routes to school

ENVIRONMENT, HEALTH + MOBILITY

#7. CELEBRATE OUR NATURAL ASSETS IN AN URBAN SETTING

WHAT ARE WE DOING TODAY?

- Connecting Downtown to the Big Thompson River.
- Conserving floodplains and waterways.
- Restoring the Big Thompson River and City streams and creeks.

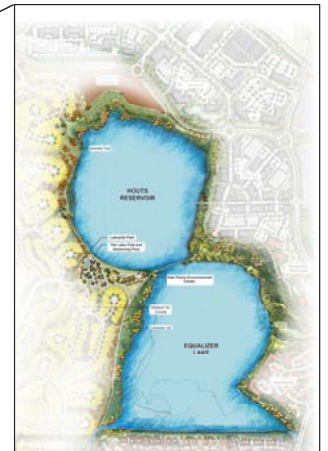
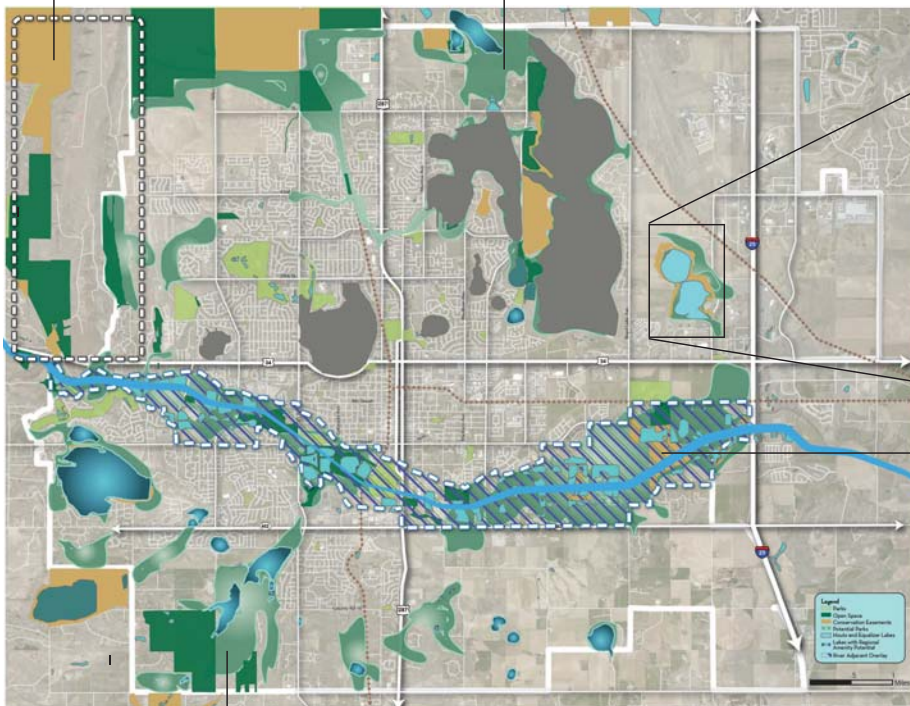
WHAT ARE YOUR TOP 3 PRIORITIES FOR TOMORROW?

- ☐ To accomplish a vision for the Big Thompson River that combines abundant wildlife and high quality scenery with access via public property to river-related recreation opportunities.
- ☐ Leverage recreational resources by creating community destinations that act as economic generators attracting tourists, businesses and residents.
- ☐ Improve community resiliency to flooding.
- ☐ Focus on protecting sensitive natural area wildlife and habitat from impact of development.
- ☐ Focus on community working farms, ranches, agricultural heritage, and urban agriculture within the Growth Management Area.
- ☐ Conserve high value lands outside the Growth Management area through regional conservation efforts, such as Foothills Corridor.
- ☐ Other:

HOW CAN WE CAPITALIZE ON OUR NATURAL ASSETS?

Leverage recreational resources and protect sensitive natural areas.

Create more reservoir parks and buffers to serve the entire community allowing lake access via public property as shown at the Houts Equalizer lake development.



Apply a new (River Adjacent) future land use overlay that promotes development to better manage and celebrate the river as a community resource.

In partnership with willing landowners, voluntarily conserve significant open lands.

ENVIRONMENT, HEALTH + MOBILITY

#8. STRENGTHEN LOVELAND'S STRATEGIC ROLES IN THE REGION

WHAT ARE WE DOING TODAY?

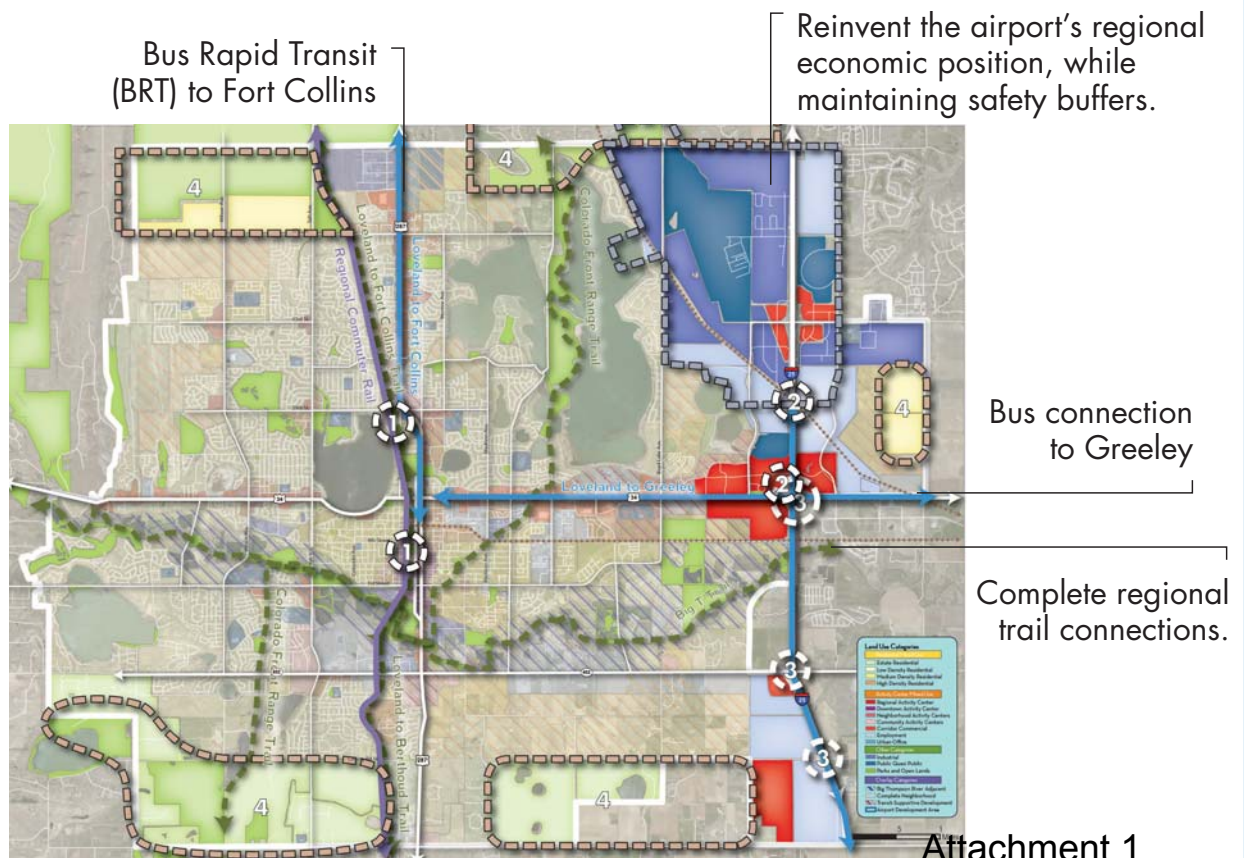
Many of the environmental, economic, and social challenges facing Loveland are not unique to our community alone but are shared by our neighboring cities. These issues are best addressed collaboratively, and Loveland's proactive role as a regional leader in Northern Colorado has grown considerably over the last decade – in transportation, economic development, tourism, and water.

WHAT ARE YOUR TOP 3 PRIORITIES FOR TOMORROW?





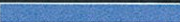



































- ☐ Locate appropriate new development near the airport.
- ☐ Maintain flight buffers around the airport.
- ☐ Proactively plan for regional transit, such as Bus Rapid Transit (BRT) similar to Fort Collins' Max.
- ☐ Improve air quality as we grow.
- ☐ Accelerate the completion of regional trail corridors, such as the Front Range Trail, Big Thompson Trail, and other trails connecting adjacent communities.
- ☐ Sensitively transition urban development to rural, agricultural, natural landscapes in the north, west, and south edges of the community.
- ☐ Coordinate and identify compatible development patterns to transition to Windsor, Johnstown, and Berthoud.
- ☐ Coordinate regionally along the Big Thompson corridor, where open space will play a vital role in active recreation and flood mitigation.
- ☐ Other:

WHAT DOES THAT LOOK LIKE?

- 1) Plan for future planned commuter rail stations.
- 2) Express bus connection to Denver and Fort Collins.
- 3) I-25 Interchange improvements and widening.
- 4) Community separators transition urban development to rural, agricultural or natural landscapes.

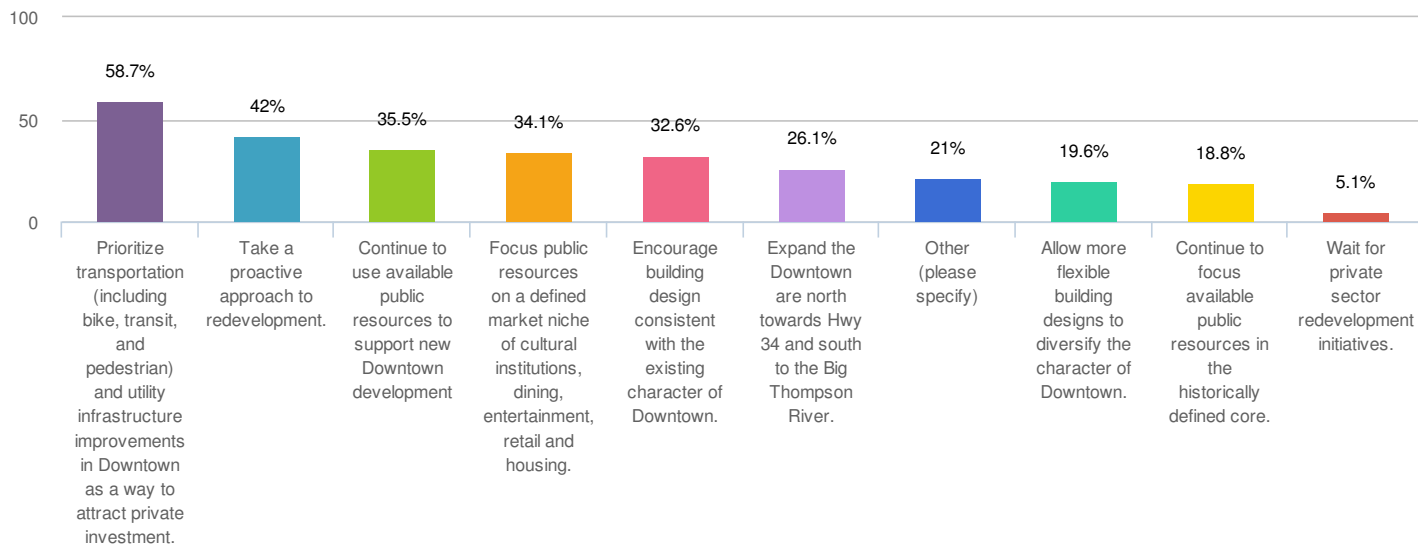


		Preferred Directions				Summary Result
#	Choice Name	Stakeholder Committee	Boards and Commissions	Open City Hall	All Other Questionnaires	
1. Support a Downtown Renaissance						
9	Infrastructure Improvements Downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
1	Public Resources Downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
5	Proactive Redevelopment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
2	Niche Focus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
4	Expand Downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
7	Consistent Character Downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
3	Historic Core Focus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
8	Flexible Design Downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
6	Private Sector Redevelopment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
2. Invest in Loveland's Older Neighborhoods						
10	Vacant Property Development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
17	Connect Downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
11	Improve Parks and Street Trees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
13	Multi-family and Mixed-use Housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
14	Refresh Distressed Neighborhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
12	Housing Rehabilitation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
15	Prepare Neighborhood Plans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
16	Brand Neighborhoods and Districts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
3. Facilitate Complete Neighborhoods						
21	Bike/Ped Connectivity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
19	Neighborhood-serving Commercial	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
22	Preserve Environmental Assets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
18	Historic Neighborhood Patterns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
24	Complete Neighborhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
23	Universal Housing Design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
20	Strictly Residential Neighborhoods	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
4. Cultivate Vibrant Economic Centers						
25	Redevelop Retail Centers: Mixed-use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
27	Retail Centers: Beautify and Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
32	Younger Workforce Amenities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
36	Technological Infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
26	Redevelop Retail Centers: Change Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
35	Align Infrastructure Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
34	Business Community Collaboration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
31	Airport Strategic Plan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
29	Suitable Campus Office Locations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
33	Cottage Industries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
30	Reserve Industrial Lands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
28	Small Parcel Urban Office Development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
5. Revitalize our Corridors and Gateways						
39	Transit Supportive Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
37	Gateway Standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
41	Standards to Discourage Strips	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
43	I-25: Tourism, Sports, Primary Jobs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
42	Concentrate Commercial Uses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
38	Gateway Incentives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
46	Cohesive East-West Streetscape	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
44	Highway 402: Develop at Intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
45	Highway 402: Dispersed Development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
40	Current Development Patterns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
6. Create a Safe, Healthy and Accessible Community						
48	Improve Bike/Ped Environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
52	Accelerate Bike/Ped Plan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
47	Require Well-connected Streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
49	In Need Transit Access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
51	Increase Density for Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
50	10 Minute Walkshed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
7. Celebrate our Natural Assets in an Urban Setting						
53	Big Thompson: Habitat + Access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
56	Protect Sensitive Areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
54	Leverage Recreational Resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
55	Flooding Resiliency	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
58	Land Conservation for Value	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>
57	Agricultural Heritage in GMA	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<div></div>

8. Strengthen Loveland's Strategic Roles in the Region						
61	Regional Transit					
63	Regional Trail Corridors					
66	Big Thompson Corridor Coordination					
59	Airport Appropriate Development					
64	Edge Transitions					
65	Regional Development Patterns					
60	Airport Flight Buffers					
62	Air Quality					

New Summary Report - 03 March 2015

#1: Downtown Renaissance: What are your priorities for tomorrow?



Statistics

Sum	4.0
Max	4.0

Prioritize transportation (including bike, transit, and pedestrian) and utility infrastructure improvements in Downtown as a way to attract private investment.	58.7%		81
Take a proactive approach to redevelopment.	42.0%		58
Continue to use available public resources to support new Downtown development	35.5%		49
Focus public resources on a defined market niche of cultural institutions, dining, entertainment, retail and housing.	34.1%		47
Encourage building design consistent with the existing character of Downtown.	32.6%		45
Expand the Downtown are north towards Hwy 34 and south to the Big Thompson River.	26.1%		36
Other (please specify)	21.0%		29
Allow more flexible building designs to diversify the character of Downtown.	19.6%		27
Continue to focus available public resources in the historically defined core.	18.8%		26
Wait for private sector redevelopment initiatives.	5.1%		7
		Total	138

Responses "Other (please specify)"

Count

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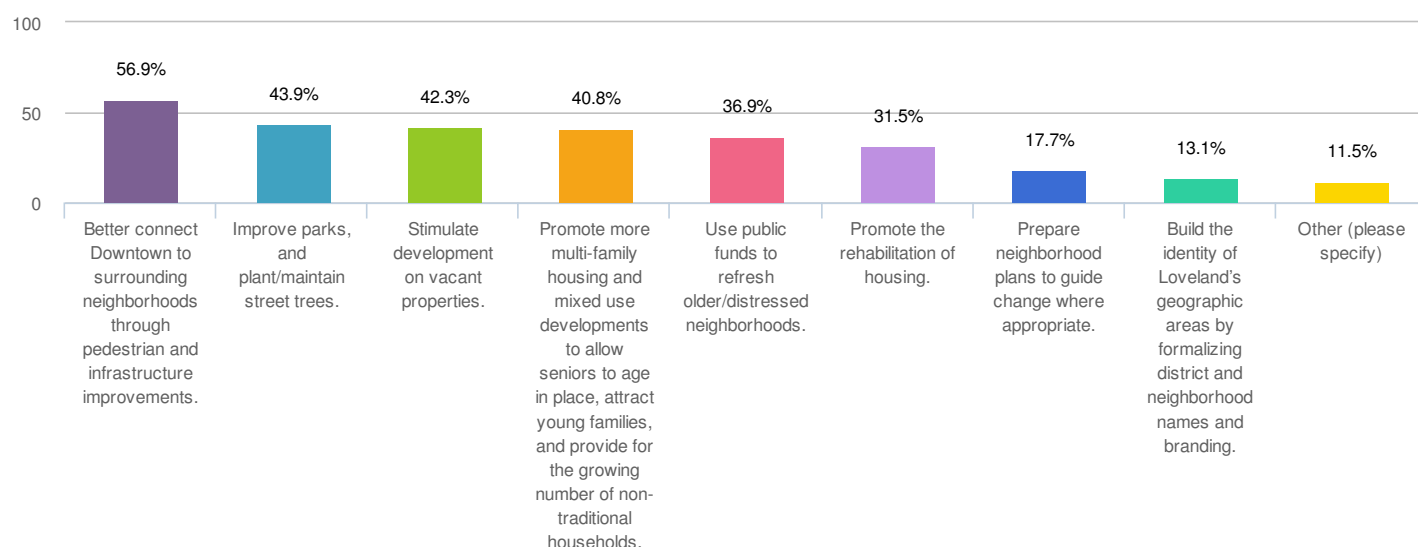
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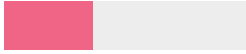
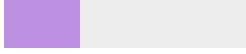
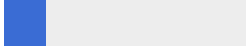
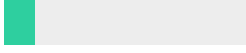
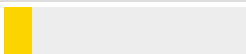
Responses "Other (please specify)"	Count
4 stories max	1
Actually invest the promised \$ in Downtown	1
Close off streets to vehicular traffic.	1
Creat a pedestrian mall downtown, 4th st. - similar to Fort Collins "Old Town"	1
Encourage private sector redevelopment initiatives	1
Keep costs for Chilson & Rialto "low"	1
Make downtown Loveland lively.	1
Mass transportation	1
Need parking downtown, need mall downtown, parking bldg down 1 level up 5	1
Pro development / quality	1
allow redevelopment. going to happen anyway	1
build a parking garage	1
close 4th (main block) for trees, benches, fountains, music	1
create and active living center	1
do not like pawn shop	1
going to happen, might as well plan it	1
higher density, mixed use projects for downtown	1
maintain and enhance pedestrian scale across the downtown	1
make downtown more accessible to bike, pedestrian and transit	1
new density. eliminate pawn shops	1
parking structure and density	1
The current balance of population density should be maintained. It is what attracted many of us to the area.	1
Promote multi-family redevelopment along 10th street, to Colorado. On Garfield between 1st street to 29th street.	1
Expand existing core to better include the "stepsister" blocks west of railroad to Garfield and east of Lincoln to Washington.	1
Encourage more entertainment and activities in downtown to attract young knowledge workers, couples, and families.	1
The canal that runs along 1st street is an under utilized asset. Between railroad and Washington, make that a river walk area with condos/lofts, restaurants, retail, and pedestrian enjoyment. See San Antonio or Indianapolis for inspiration.	1
How about sidewalk/parking enhancements to encourage more restaurant development? This would increase the likelihood of becoming a destination point similar to Louisville, Colorado.	1

2. Additional Comments:

Count	Response
1	"Fiber Optics" - Add to last priority
1	Develop adjacent areasto support downtown as the cultural & economic center of Loveland
1	Don't require building design consistent with historic character
1	Expand downtown east to west as well
1	Higher density
1	NO to using public funds downtown
1	Thank you for reaching out for community input -terrific job.
1	Use research to see what attracts visitors
1	Why not just build a mall on empty land? This not what Loveland is!
1	consistent character, but modernized
1	public resources for DT Connect 34 & the river
1	reduce speed limit to 20 mph through downtown add a rat trap tax to redevelopment
1	what comes first
1	"Floodplain!" is inserted into the fourth choice. "Bike" and "Utility Infrastructure" are circled in the last choice
1	Comment references the 4th choice: "No, lets improve and enhance existing downtown before trying to expand"
1	Comment regarding "Encourage building design consistent with the existing character of Downtown." - "no, most is ugly"
1	Also, 3rd street between railroad and Lincoln barely functions as a through street. Why not close it and redevelop it like pearl street as a pedestrian only space? This would create more prime real estate.

#2: Invest in Loveland\'s Older Neighborhoods: What are your priorities for tomorrow?



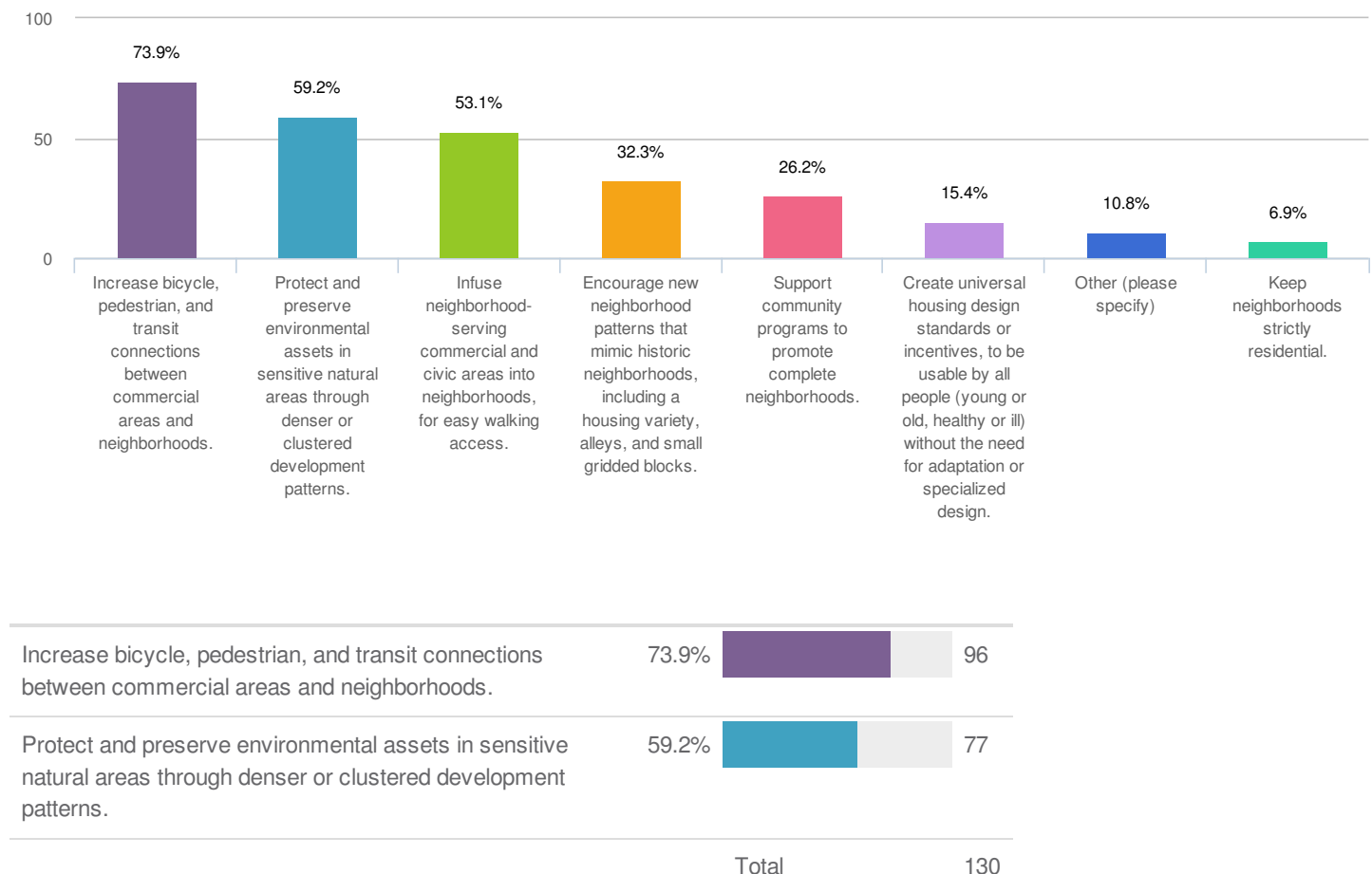
				Statistics	
Better connect Downtown to surrounding neighborhoods through pedestrian and infrastructure improvements.	56.9%		74	Sum	2.0
Improve parks, and plant/maintain street trees.	43.9%		57	Max	2.0
Stimulate development on vacant properties.	42.3%		55		
Promote more multi-family housing and mixed use developments to allow seniors to age in place, attract young families, and provide for the growing number of non-traditional households.	40.8%		53		
Use public funds to refresh older/distressed neighborhoods.	36.9%		48		
Promote the rehabilitation of housing.	31.5%		41		
Prepare neighborhood plans to guide change where appropriate.	17.7%		23		
Build the identity of Loveland's geographic areas by formalizing district and neighborhood names and branding.	13.1%		17		
Other (please specify)	11.5%		15		
Total			130		







Responses "Other (please specify)"	Count
<i>Left Blank</i>	123
2 code enforcement offices	1
Assist with and provide low income housing	1
Clean up the trash ridden properties by enforcing code and creating HOA type rules.	1
Continue as much historic restoration as possible - Good - Rialto /next door	1
Enforce traffic laws.	1
Fix up neglected areas.	1
Focus on what we have in place, not replacing the existing culture.	1
Plan for decent affordable housing	1
Salvage usable materials from buildings to be torn down.	1
create a pedestrian mall area for the center two blocks of 4th st. Block off east/west traffic	1
more active code enforcement	1
parking	1
public must invest	1
downtown (homes & commercial) has great potential, incentives & public assistance could expediate improvements	1
"old loveland" has many small unattractive homes. work to stimulate development of homes with character in the older part of town. See Longmont, Fort Collins & Greeley older homes	1

4. Additional comments:

Count	Response
1	Connectivity improvements should not come at the cost of taking someone's property
1	Façade improvements!
1	Must keep older neighborhoods from deteriorating into low-income / high crime areas
1	allow for tiny house communities and container houses
1	fix sidewalks! YES! to branding neighborhoods
1	without tax increases
1	This is tricky. As a downtown resident who really believes in walkability and the importance of downtown, I'm dismayed by the slum areas on east 5th street- east of the canal and south of 4th street throughout downtown. The delapidated appearance of the homes and the hostile, confrontational people make those areas incredibly unwelcoming, effectively reducing the walkable areas of the downtown and sending a message that Loveland is a depressed, unsightly town that is beyond neglected. What policies can be enforced or created to support the positive transformation of these distressed segments of downtown? These are homes, but perhaps the city can get creative and work with residents/property owners to take a whole neighborhood approach to beautifying and improving...
1	Please... This is for entire city, regulate and enforce light pollution. Light spectrum should not be allowed to go beyond property lines. I can't use any porch without being spot lighted by neighbors especially commercial buildings. It's actually a safety hazard for me because it blinds me to intruders at my home.

#3: Facilitate Complete Neighborhoods: What are your priorities for tomorrow?



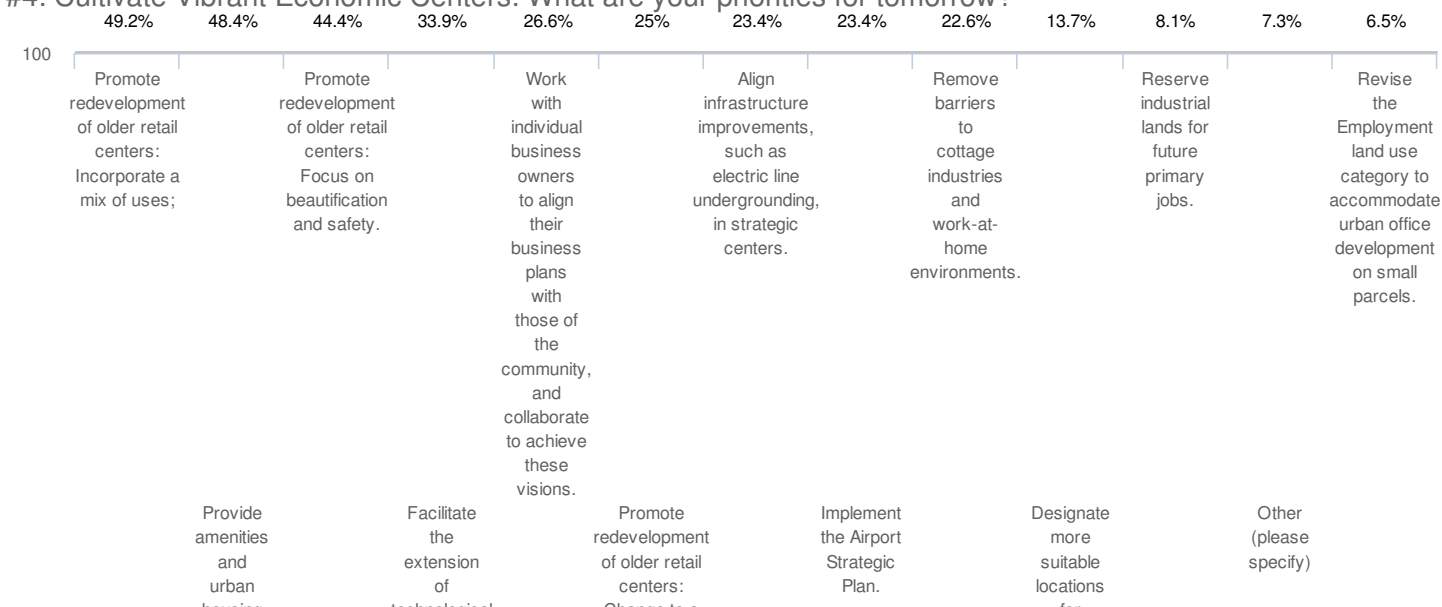
Infuse neighborhood-serving commercial and civic areas into neighborhoods, for easy walking access.	53.1%		69
Encourage new neighborhood patterns that mimic historic neighborhoods, including a housing variety, alleys, and small gridded blocks.	32.3%		42
Support community programs to promote complete neighborhoods.	26.2%		34
Create universal housing design standards or incentives, to be usable by all people (young or old, healthy or ill) without the need for adaptation or specialized design.	15.4%		20
Other (please specify)	10.8%		14
Keep neighborhoods strictly residential.	6.9%		9
		Total	130

Responses "Other (please specify)"	Count
<i>Left Blank</i>	124
#1 issue - policy around new development	1
Affordability for families	1
Keep large areas as set-asides.	1
Preserve the culture.	1
Redevelop mixed use neighborhoods that are close to primary corridors.	1
SOLAR SOLAR SOLAR! Why any new housing going in w/o re-newables is INSANE + STUPID	1
This category is really @luxury	1
belt line, 1st St 4 lanes	1
density/mixed use	1
even more affordable housing	1
not overcrowding	1
public transportation	1
Not sure which incorporates urban or european style communities. But I think establishing live/work -walk about neighborhoods that are identified a name.	1
I'm delighted the new urbanism ideas are being considered! Mixed use and walkability, along with crafting a well considered aesthetic that invites people into the public realm are critical for success.	1













6. Additional comments:

Count	Response
1	**Continue to increase availability of affordable rental and for-sale units
1	Discourage sprawl!
1	Encourage new neighborhood patterns with alleys.
1	NO to keeping neighborhoods strictly residential
1	No sprawl, please
1	No! to keeping neighborhoods strictly residential
1	PRIORITY: Increase availability of affordable rental and for-sale housing units
1	RTD till 1 am
1	Reference to item #2: "without being overly prescriptive"
1	This section could use some clarification, explanation and a Q&A.
1	Tiny houses
1	including diversity in complete neighborhoods
1	separate path, not on-street
1	multiple ***stars*** placed around "Increase bicycle, pedestrian, and transit connections between commercial areas and neighborhoods."

#4: Cultivate Vibrant Economic Centers: What are your priorities for tomorrow?



Promote redevelopment of older retail centers: Incorporate a mix of uses;	49.2%	61
Total		124

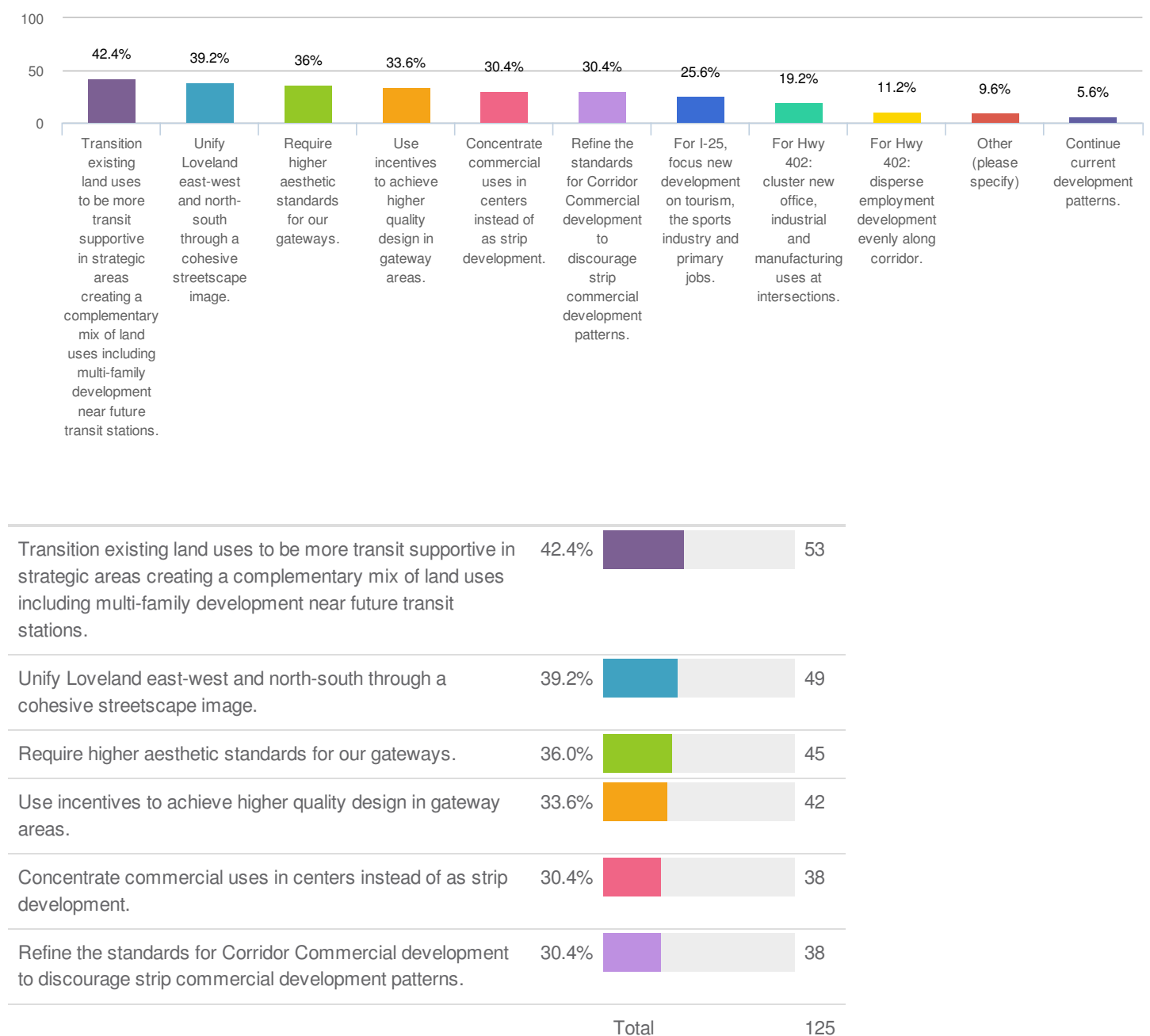
Provide amenities and urban housing opportunities that encourage a younger workforce to stay in Loveland.	48.4%		60
Promote redevelopment of older retail centers: Focus on beautification and safety.	44.4%		55
Facilitate the extension of technological (i.e. fiber) infrastructure throughout the City.	33.9%		42
Work with individual business owners to align their business plans with those of the community, and collaborate to achieve these visions.	26.6%		33
Promote redevelopment of older retail centers: Change to a different land use;	25.0%		31
Align infrastructure improvements, such as electric line undergrounding, in strategic centers.	23.4%		29
Implement the Airport Strategic Plan.	23.4%		29
Remove barriers to cottage industries and work-at-home environments.	22.6%		28
Designate more suitable locations for campus style office development.	13.7%		17
Reserve industrial lands for future primary jobs.	8.1%		10
Other (please specify)	7.3%		9
Revise the Employment land use category to accommodate urban office development on small parcels.	6.5%		8
Total			124

Responses "Other (please specify)"	Count
<i>Left Blank</i>	129
CLSOE WALMARTS & encourage smaller companies	1
Develop plans to control big box leases to prevent long term vacancies	1
Encourage Neighborhood business. Provide easy neighborhood to work transit options	1
Encourage boutique retail downtown rather than office space.	1
Establish a marijuana sales drive up window close to I-25. Tax it!	1
create a strong policy that makes it easier for businesses to do business in Loveland	1
expand taft corridor	1
parking	1
Redesign vacant business propertiesfor affrRedesign vacant business properties for affordable housing (ex: HP buildings on Taft) senior housing apts	1

8. Additional comments:

Count	Response
1	Promote redevelopment of Downtown Safeway; apartments on top of store.
1	Public transportation
1	The Airport is very important to our economy.
1	include fiber optics in the infrastructure improvements
1	protect the airport
1	Orchards is a good example of what we need. Prevent strip malls filled with nail salons, check cashing, pawn, etc.

#5: Re-vitalize our Corridors and Gateways: What are your priorities for tomorrow?



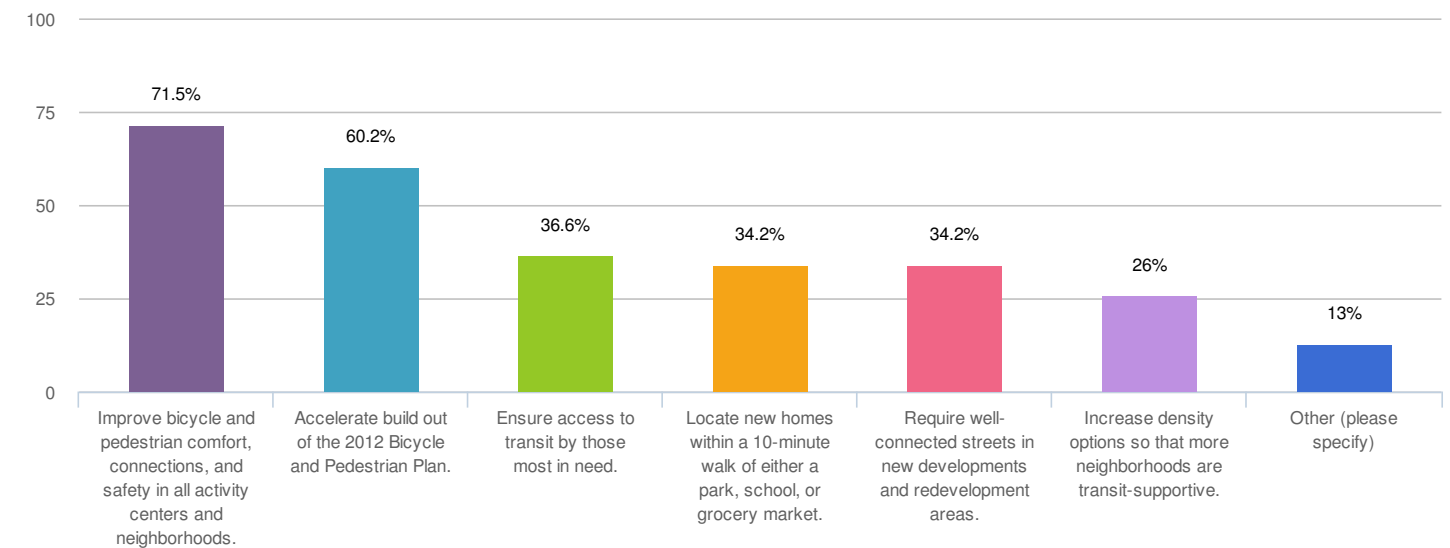
For I-25, focus new development on tourism, the sports industry and primary jobs.	25.6%		32
For Hwy 402: cluster new office, industrial and manufacturing uses at intersections.	19.2%		24
For Hwy 402: disperse employment development evenly along corridor.	11.2%		14
Other (please specify)	9.6%		12
Continue current development patterns.	5.6%		7
Total			125

Responses "Other (please specify)"	Count
<i>Left Blank</i>	126
For Hwy 34: re-vitalize this b/c this is the "gateway to the rockies"	1
Improve civic center entrance fro 3rd & Lincoln east to the civic center	1
Reduce all high density development.	1
Taft 4 lane @ CR 17	1
create attractive parks & Open spaces like the Dairy Queen	1
expand Taft, fix Taft & Garfield	1
go west on #34!	1
lower speed limit through downtown	1
modify lease regulations: Albertson's eyesore + any in future	1
public transportation	1
really question how much you are paying people for this bollocky	1
Widen College (in LVLD called 287), eliminate signals, make it an alternative to I-25. Revitalize shopping area at 29th, too many empty buildings	1

10. Additional comments:

Count	Response
1	Better landscaping at gateways, flowers and native grasses and flowers at every gateway
1	Consider standardized fencing along sreetts (Firestone ordinance)
1	Modified: "For I-25, focus new development on primary jobs."
1	Quit telling landowners how they can use their land.
1	Under "What are we doing today", the statement "Promoting a positive image along major corridors" was circled.

#6: Create a Safe, Healthy and Accessible Community: What are your priorities for tomorrow?



Improve bicycle and pedestrian comfort, connections, and safety in all activity centers and neighborhoods.	71.5%	<div><div></div></div>	88
Accelerate build out of the 2012 Bicycle and Pedestrian Plan.	60.2%	<div><div></div></div>	74
Ensure access to transit by those most in need.	36.6%	<div><div></div></div>	45
Locate new homes within a 10-minute walk of either a park, school, or grocery market.	34.2%	<div><div></div></div>	42
Require well-connected streets in new developments and redevelopment areas.	34.2%	<div><div></div></div>	42
Increase density options so that more neighborhoods are transit-supportive.	26.0%	<div><div></div></div>	32
Other (please specify)	13.0%	<div><div></div></div>	16
Total			123

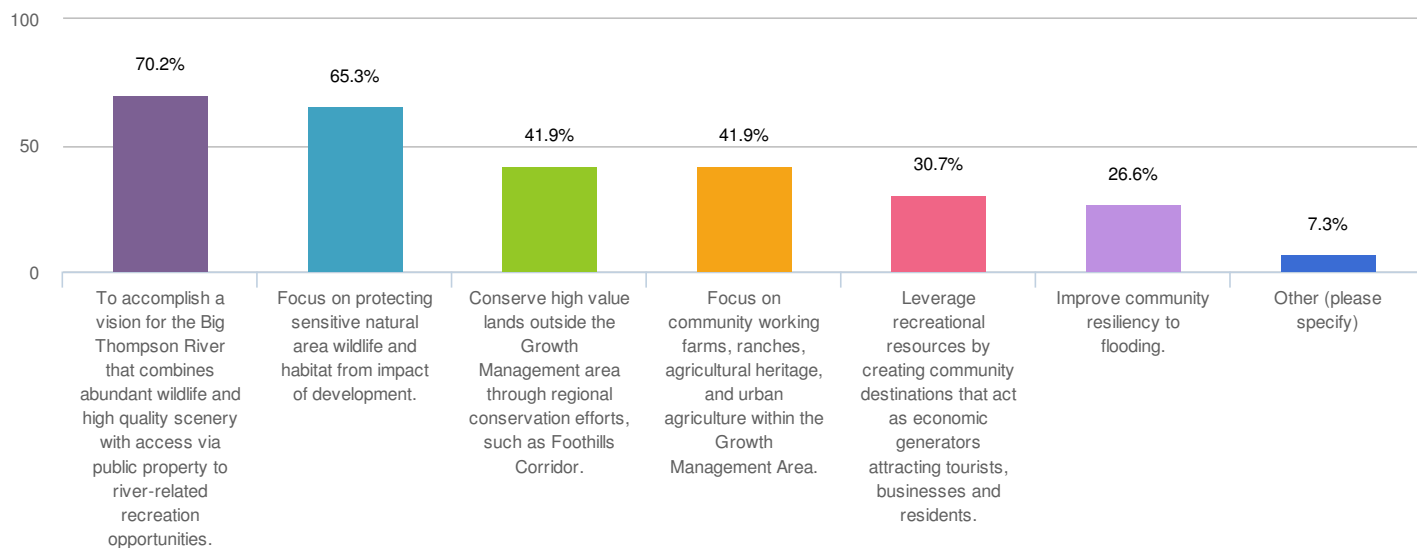
Responses "Other (please specify)"	Count
<i>Left Blank</i>	122
Add right turn lanes and bus lanes!	1
Check sreetlighting on main thouroughfares	1
Integrate traffic control or smoke free policies similar to Ft Collins	1
Just look at portland, Oregon for what to do here.	1
Light rail line to Denver + Cheyenne	1
Make access to transit appeal to everyone not just paratransit	1
commercial (retail) properties are bad becuae no way to pull in to lot!	1





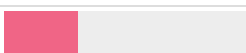
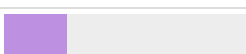
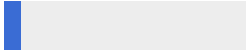
Responses "Other (please specify)"	Count
look for ways to improve bike and ped. access to downtown, museum and city offices	1
separate bike paths	1
soft surface trails	1
support non-petroleum + non-coal infrastructure	1
absence or disappearance of bike trail and pedestrian trail in some areas/ intersections is just plain dangerous! Should be top priority. Same for bike lanes in roads.	1
The current public transit options are poor at best. This needs to be fixed before any additional development is thought!	1
Capitalize on Healthy Hearts for Loveland: walking and biking trails, smoke free public places like downtown and parks and trails so that people with chronic diseases can use them, limit retail sales of tobacco, alcohol, and marijuana	1
I would like to see a fitness trail built along the bike path including Fairgrounds Park & Centennial Park or built where the old grandstands were, north of the dog park	1
a healthy community welcomes diversity. purposeful design to welcome hispanics and others moving into community	1

12. Additional comments:

Count	Response
1	Please make [the 2012 Bicycle and Pedestrian Plan] a priority!
1	Yes to all of this
1	[pointing to image below] Is this a parking lane?
1	new and old neighborhoods need 10 min walk to park, school, grocery market
1	It would be great to have a bike/ped trail under I-25, along RR tracks. This would join residential areas to west with easy trail to shopping mall.
1	"Awesome*****" written next to: "Planning an efficient multi-model transportation system, by implementing the 2035 Transportation Master Plan.

#7: Celebrate our Natural Assets in an Urban Setting: What are your priorities?



To accomplish a vision for the Big Thompson River that combines abundant wildlife and high quality scenery with access via public property to river-related recreation opportunities.	70.2%		87
Focus on protecting sensitive natural area wildlife and habitat from impact of development.	65.3%		81
Conserve high value lands outside the Growth Management area through regional conservation efforts, such as Foothills Corridor.	41.9%		52
Focus on community working farms, ranches, agricultural heritage, and urban agriculture within the Growth Management Area.	41.9%		52
Leverage recreational resources by creating community destinations that act as economic generators attracting tourists, businesses and residents.	30.7%		38
Improve community resiliency to flooding.	26.6%		33
Other (please specify)	7.3%		9
Total			124

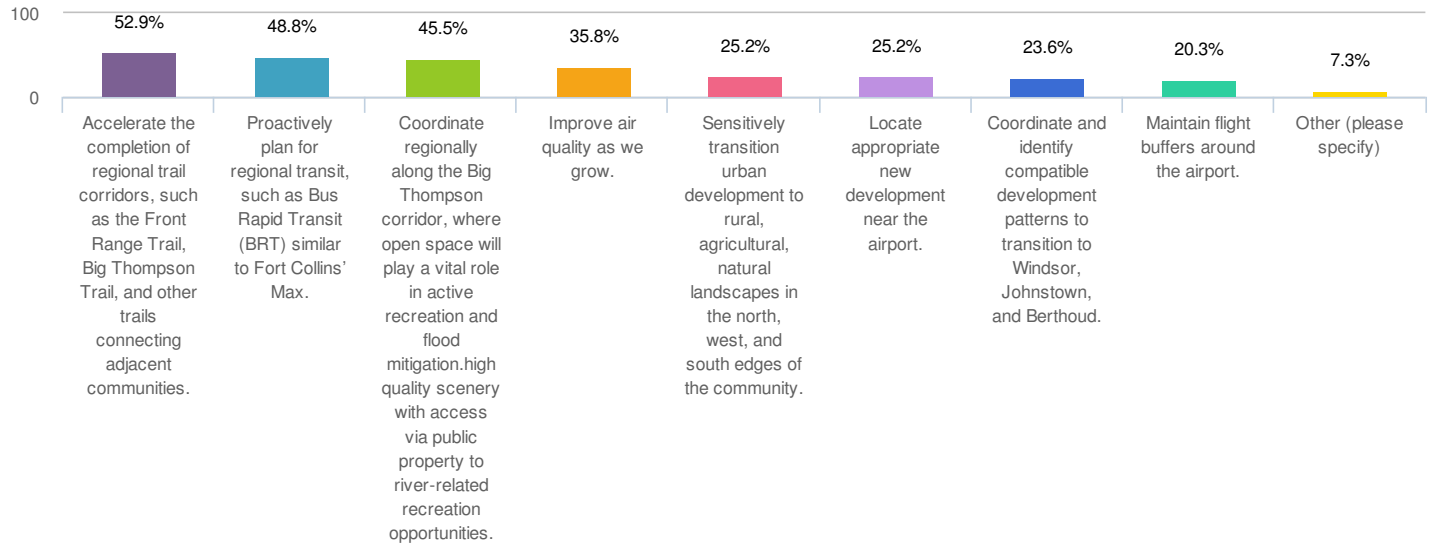
Responses "Other (please specify)"	Count
Left Blank	129
ALL	1
Develop a "river walk" that is accessible from multiple locations	1
No housing in floodplain	1
expand trail system west of town to vistenz smith park	1
just because you own land along the river doesn't mean you should be able to develop it	1

Responses "Other (please specify)"	Count
more solar + wind infrastructure	1
public transportation to desirable areas.	1
we have 20 lakes in town and not a single restaurant & deck to enjoy them	1
make a stretch of the river for easy kayaking eliminate barriers, put in put-in and take-out areas with parking. Too much of the river is inaccessible	1








14. Additional comments:

Count	Response
1	Include a paddling capability (Big Thompson River)
1	Support farmers who wish to convert their land into conservation easements
1	Don't run community farms out of business. Conserve high value lands by leaving them alone - no building
1	For Big Thompson River, similar to river walk development in Buena Vista and Estes Park and Durango
1	"NO" written very large across page. Businesses = This is where the jobs are! Tourists marked out in the second choice
1	Don't sacrifice historical for parks & rec (farm or RRA ave.). I'll never believe it couldn't be saved!

#8: Strengthen Loveland's Strategic Roles in the Region: What are your priorities?



Accelerate the completion of regional trail corridors, such as the Front Range Trail, Big Thompson Trail, and other trails connecting adjacent communities.	52.9%	65
Proactively plan for regional transit, such as Bus Rapid Transit (BRT) similar to Fort Collins' Max.	48.8%	60
Total		123

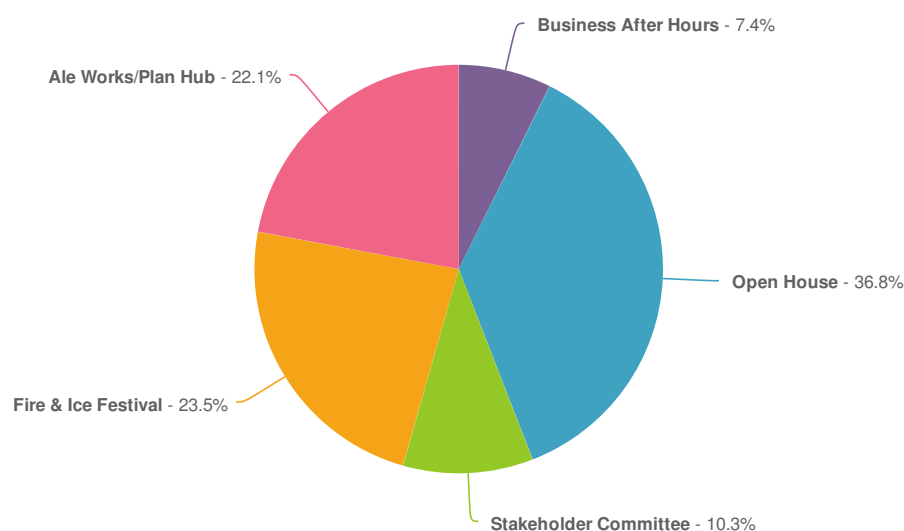
Coordinate regionally along the Big Thompson corridor, where open space will play a vital role in active recreation and flood mitigation.high quality scenery with access via public property to river-related recreation opportunities.	45.5%		56
Improve air quality as we grow.	35.8%		44
Sensitively transition urban development to rural, agricultural, natural landscapes in the north, west, and south edges of the community.	25.2%		31
Locate appropriate new development near the airport.	25.2%		31
Coordinate and identify compatible development patterns to transition to Windsor, Johnstown, and Berthoud.	23.6%		29
Maintain flight buffers around the airport.	20.3%		25
Other (please specify)	7.3%		9
Total			123

16. Additional comments:

Count	Response
1	"appropriate" is underlined in first choice
1	ALL! Include industry in the first priority
1	All are important! include Greeley in list of compatible development patterns list
1	BRT to fort collins
1	Fort Collins' BRT is poor mass transit as well.
1	Grow
1	I-25
1	Improve I-25
1	Other: Deal with gridlock on Hwy 34 between I-25 and town
1	Other: No new development
1	Recreation trail - complete it!
1	Widen I-25 to accommodate mass transit.
1	have someone to call at chemical leaks - re air quality
1	mass transit to Denver: Bus/train, etc.
1	more solar + wind YES really
1	need rail not bus
1	regular hours / late night service for express bus connection to Denver & Fort Collins

Count	Response
1	reinstate use of airport as regional for smaller airlines
1	unify east and west Loveland - subtlety, and to the extent possible
1	we currently have an "F" in air quality
1	Improve bus stops/shelters. Treat transit riders as 1st class citizens evidenced through facility design. Enforce traffic laws to safeguard pedestrians.
1	I-25 improvements and widening to accommodate increased traffic from our growing population in NoCo. Keep our clear air and water.
1	Please avoid anything that increases traffic or relies on diesel spewing busses. Focus on new urbanism

17. Where was this survey taken?



Business After Hours	7.4%	<div><div></div></div>	5
Open House	36.8%	<div><div></div></div>	25
Stakeholder Committee	10.3%	<div><div></div></div>	7
Fire & Ice Festival	23.5%	<div><div></div></div>	16
Ale Works/Plan Hub	22.1%	<div><div></div></div>	15
Total			68