



LOVELAND PLANNING COMMISSION MEETING AGENDA

Monday, March 13, 2017
500 E. 3rd Street – Council Chambers
Loveland, CO 80537
6:30 PM

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LOVELAND PLANNING COMMISSIONERS: Jeremy Jersvig (Chair), Carol Dowding (Vice-Chair), Michele Forrest, Pat McFall, Rob Molloy, and Mike Ray, David Cloutier, Jamie Baker Roskie, and Jeff Fleischer.

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. Recent Passing of Commissioner Dave Cloutier

c. Current Planning Updates

1. Monday, March 27, 2017 Agenda Preview

i. No items currently on the agenda

2. Recap of 3/8/17 Joint Study Session with Larimer County Commissioners

3. Residential tour date: March 31st (1:15 PM – 4:30 PM*) --time may be adjusted

4. Comments on the Unified Development Code Open House (prior to PC meeting)

5. Hot Topics:

- d. **City Attorney's Office Updates:**
- e. **Committee Reports**
- f. **Commission Comments**

IV. APPROVAL OF MINUTES

Review and approval of the February 27, 2017 meeting minutes

V. CONSENT AGENDA

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

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

- Does anyone in the audience wish to remove an item from the Consent Agenda?
- Does any staff member wish to remove an item from the Consent Agenda?
- Does any Commissioner wish to add any item from the Regular Agenda to the Consent Agenda or remove an item from the Consent Agenda?

VI. REGULAR AGENDA:

1. Affordable Housing Code Changes (Presentation Time: 10 Minutes)

This is a public hearing item. At the February 27, 2017 Planning Commission meeting, a public hearing on Affordable Housing Code Changes was continued to March 13, 2017. The continuance provided staff with the opportunity to address public comments and direction from the Planning Commission provided on February 27th.

Alison Hade with the Community Partnership office will update the Commission on the adjustments made to the proposed code amendments since the February 27th hearing. Because this is a continuance of a public hearing item, the Planning Commission should re-open the public hearing on this matter, providing interested parties with the opportunity to address the Commission. The role of the Planning Commission is to forward a recommendation to the City Council for final action on the amendments.

2. The Foundry – Site Development Plan (Presentation Time: 25 Minutes)

This is a public hearing and quasi-judicial matter to consider The Foundry Site Development Plan (SDP). The role of the Planning Commission is to determine whether the plan as presented is in compliance with the standards specified in Chapter 18.24 of the Loveland Municipal Code. The Commission has final approval authority for this project.

The Foundry site includes 4 acres of recently cleared land in downtown Loveland between Lincoln and Cleveland avenues and between Backstage Alley and First Street. The project includes a 460 space parking structure, two mixed-use buildings that will allow for residential, office and retail uses unified by central plaza that will be available for daily informal use and various planned events. Other project components, including a movie theater and hotel, are still in the design phase and will be presented to the Planning Commission at a future date.

The Foundry is a collaboration between the applicant, Brinkman Partners, and the City of Loveland, with financial and timing aspects of the project established in early 2016. It is designed as a "catalyst" to spur revitalization and renewed investment in the downtown, bringing to fruition a longstanding community vision. The project team is now working with a high level of urgency in order to meet agreed upon development parameters.

VII. ADJOURNMENT

STUDY SESSION

1. Unified Development Code (UDC) – Infill and Development Standards (Greg George)

This study session will introduce to the Planning Commission Task 3 - Infill and Corridor Development Standards for the new Unified Development Code (UDC). Items to be discussed are the Enhanced Corridor Overlay Standards and the Housing Palette. A study session with City Council on the same material is scheduled for April 11th.

Please note that a public open house on the Infill and Corridor Development Standards of the Unified Development Code will occur in the Council Chambers between 5:30 and 6:30 pm, immediately preceding the Planning Commission meeting. Commissioners and members of the public are invited to attend.

CITY OF LOVELAND
PLANNING COMMISSION MINUTES
February 27, 2017

A meeting of the City of Loveland Planning Commission was held in the City Council Chambers on February 27, 2017 at 6:30 p.m. Members present: Chairman Jersvig; and Commissioners Dowding, Molloy, McFall, Roskie, and Cloutier. Members absent: Forrest, Ray and Fleischer. City Staff present: Bob Paulsen, Current Planning Manager; Moses Garcia, Assistant City Attorney; Linda Bersch, Interim Planning Commission Secretary.

These minutes are a general summary of the meeting. A complete video recording of the meeting is available for two years on the City's web site as follows: <https://loveland.viebit.com/>

CITIZEN REPORTS

There were no citizen reports.

CURRENT PLANNING UPDATES

1. **Mr. Robert Paulsen, Current Planning Manager**, previewed the March 13, 2017 agenda. Scheduled is the Foundry SDP Review which will be a public hearing. Notice of the public hearing, including posted signs in the downtown area and mailed notice to the property owners, has been made. A study session on the Unified Development Code (UDC) - Infill and Corridor Development Standards will also be held that evening making it full agenda.
2. **Mr. Paulsen** also reminded that the Boards and Commissions Summit will be held March 9th. This is an annual event that our Chair and Vice-Chair usually attend. This year the Planning Commission will be making a presentation on the Commission's 2016 accomplishments and the goals for 2017.
3. **Mr. Paulsen** noted that the housing tour date options are March 24th or March 31st. A COLT bus should be available either of those dates but there is no guarantee. COLT has indicated that the 31st date is more certain. If you have not already done so, please notify Bob of your availability on those dates.
4. Although not on the agenda, **Mr. Paulsen** wanted to remind the Commissioners of the joint meeting scheduled for March 8th with the County Commission and Planning Commission. Discussion will be on the Highway 402 corridor area.
5. **Mr. Paulsen** introduced a new Planner, **Jennifer Hewett-Apperson**, Jennifer introduced herself as a new city employee and a new Loveland resident from Jacksonville, FL. She has experience as a planner, including involvement in a downtown business improvement district long range, current planning, neighborhood planning, special projects and historic preservation. She is looking forward to working with city and becoming a part of the community.

CITY ATTORNEY'S OFFICE UPDATES

Moses Garcia, Assistant City Attorney, introduced **Laurie Stirman**, also an Assistant City Attorney, who will be cross-training with him because of his upcoming vacation; she will attend the March 13th meeting. Laurie reported that she has been with the City Attorney's office for about a year and a half. She works mostly with the Public Works Department and has experience with development issues. She appreciates the opportunity to be with this Commission in a couple of weeks.

Mr. Garcia brought copies of an ordinance relating to the composition of the Planning Commission that will be going to City Council as a result of this commissions' request. If anyone has suggestions or concerns they should let him know.

COMMITTEE REPORTS

Commissioner Roskie reported that the Title 18 Committee met last Thursday and also met with the Stakeholders Group for the presentation of Task 3 of the UDC. Noreen Smyth, Staff Planner, provided an update on the Temporary Uses Amendment which will be coming to the Commission, possibility in April.

Commissioner McFall reported no activity for the ZBA Committee.

COMMISSIONER COMMENTS

There were no comments.

APPROVAL OF THE MINUTES

*Commissioner Dowding made a motion to approve the **February 13, 2017** minutes; upon a second from **Commissioner McFall**, the minutes were unanimously approved.*

CONSENT AGENDA

1. Vacation of Rights-of-Way Request – Anderson Farms 12th Subdivision

This is a public hearing to consider a request for vacating emergency access, utility, and drainage easements to accommodate a proposed coffee kiosk drive-through development located on Peridot Avenue. This site is located north of the future intersection of Peridot Avenue and East 1st Street, which is west of the Denver Avenue and 1st Street intersection. This location is immediately adjacent to the Larimer County office complex proposed for development at the NW corner of Denver Avenue and 1st Street. The Coffee Kiosk project has recently been approved through the special review process. City review staff have no

objection to the easement vacation. The role of the Planning Commission is to forward a recommendation to the City Council for final action.

***Commissioner Dowding** moved to approve the Consent Agenda consisting of the Vacation of Rights-of-Way Request – Anderson Farms 12th Subdivision. Following a second by **Commissioner McFall**, the motion was unanimously approved. **Commissioner Roskie** recused herself.*

REGULAR AGENDA

2. Affordable Housing Code Changes

Alison Hade with the Community Partnership office reported that this is a public hearing item on a legislative matter. She has been working with the Affordable Housing Commission in preparing amendments to the City's affordable housing provisions. The amendments respond to the general direction provided by the City Council in a July 12, 2016 study session. The provisions are contained predominantly in chapters 16.38 and 16.43 of the Municipal Code. The changes are intended to clarify the City's incentives and limitations for both for-profit and non-profit developers of affordable housing. A primary purpose of the amendments is to ensure that affordable housing units that have benefitted from City incentives remain part of the City's affordable housing inventory. The role of the Planning Commission is to forward a recommendation to the City Council for final action on the amendments.

Ms. Hade went on to review the eight recommendation contained in the staff report.

CITIZEN COMMENTS:

Commissioner Jersvig opened the public hearing at 7:07 p.m.

Sam Betters, Executive Director, Loveland Housing Authority, indicated that he has reviewed these changes and appreciated the effort that has been put into them. He does have concerns with some of the items as presented in the staff report. One is Item 5 of staff report, specifically the table. It has been the practice of Council to do something different. Council has provided a 100% fee waiver on projects by the Housing Authority and for Habitat for Humanity. For example, on the Edge Project, Council waived the fee at the 100% level which saved the Housing Authority \$250,000. Language in this update should reflect that option.

Also of concern is Item 8 in staff memo – with that table, a seller at 19 1/2 years would still owe full fee waiver back for that 5 year increment and that doesn't seem quite fair.

Commissioner Jersvig closed the public hearing at 7:12 p.m.

Ms. Hade said she agree with **Mr. Betters**. With Item 5, the City Council has granted 100% fee waivers, though it is not part of code. The code should reflect what's been happening in reality. Item 8 was written to keep the homes affordable, but she sees the problem. She agrees these two

things should go back to Housing Commission for further review.

COMMISSIONER COMMENTS:

Commissioner Jersvig asked for a definition of Net Proceeds and if there is any consideration for interest paid? **Ms. Hade** responded and **Mr. Garcia** confirmed, the basic definition is sale price minus purchase price minus reasonable closing costs. No interest is taken into consideration.

Ms. Hade suggested, for Item 5, to work with the Legal Department, who spent a great deal of time on this project with great results, to change the language to what is currently being done by City Council.

Commissioner Dowding suggested that for Item 8, a calculation be used instead of a table to reflect that year 19 is better than year 18. For example, a calculation of 1/20th of the fee waiver for each year until no fee is due to the city at year 21.

Mr. Paulsen noted that the normal procedure would be to make these adjustments and bring them back to the Commission; however, he is unsure of the schedule for bringing this to City Council. **Ms. Hade** felt the changes could be made and brought back to the March 13th Planning Commission meeting for discussion on these changes only. This would still allow her to make the scheduled March 21st City Council meeting.

Commissioner Dowding moved to continue the Affordable Housing Code changes until March 13th. Upon a second by Commissioner Roskie, the motion passed unanimously.

Commissioner Jersvig called for a recess at 7:22 p.m.

Commissioner Jersvig called the meeting to order at 7:30 p.m.

3. Unified Development Code, Chapter 2 (Continued from February 13, 2017)

Mr. Greg George, Special Projects Manager for the Unified Code Project, noted that this is a public hearing item that was continued from the February 13th Planning Commission meeting. The original continuance was from the January 23rd Planning Commission meeting at which the Commission provided several comments about the contents of Chapter 2 of the Unified Development Code, including the following:

- Descriptions of the proposed approval procedures
- Specification of "Threshold Review" criteria for determining when neighborhood meetings are required
- Further information and justification relating to the recommended public notification process, including some mapped examples of mailed notice radius distances

Mr. George noted that attachment 1 of the staff report documents all the comments received from the Commission as a way to keep track of the changes. He also indicated that the Commissioner's concerns regarding effective citizen participation in all discretionary

decisions had been addressed. He noted that the definitions of the four review procedures for development applications as requested by the Commissions are now included in Section 2.03.301. **Mr. George** went on to review the other changes as requested by the Commissioners as outlined in the staff report.

COMMISSIONER COMMENTS:

Commissioner Dowding questioned why the notice distance on the Certificate of Designation type went from 2000 to 500 feet. After discussion with the Commission, Mr. George and Mr. Limbaugh agreed that because these are large projects which typically require environmental impact statements or CDPHE requirements, etc., the notice distance should be consistent at 2200 feet.

Commissioner Roskie thanked the staff for rethinking the policy on notice distance. She feels more comfortable with the result.

CITIZEN COMMENTS:

Commissioner Jersvig opened the public hearing at 8:02 p.m.

There were no public comments.

Commissioner Jersvig closed the public hearing at 8:02 p.m.

COMMISSIONER COMMENTS:

Commissioner Cloutier stated he appreciates the changes the staff made and likes what he sees.

Commissioner Jersvig said the changes were very impressive and very appreciated.

Mr. George read into the record the following motion: *To accept the revisions recommended to the Development Review Procedures Second Working Draft to become the Development Review Procedures Third Working Draft with the understanding that the Third Working Draft will be reconsidered by the Planning Commission as part of Task Six of the Uniform Development Code Project.*

Commissioner Dowding moved to adopt the motion as read into the record. *Upon a second from Commissioner McFall, the motion was unanimously approved.*

Commissioner Jersvig stated that it would be extremely beneficial to the Commissioners if they could get the UDC information on Task 3, etc. as soon as possible. Upon discussion, it was decided that the staff will provide this information to the Commissioners ten days before the meeting where the materials will be studied.

Mr. Paulsen again reminded the Commissioners to let him know their preference for the housing tour date options of March 24th or March 31st.

ADJOURNMENT

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

Commissioner Jersvig adjourned the meeting at 8:08 p.m.

Approved by: _____
Jeremy Jersvig, Planning Commission Chair

Linda Bersch, Interim Planning Commission Secretary.



Community Partnership Office

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MEMORANDUM

To: Loveland Planning Commission

Through: Rod Wensing, City Manager's Office

From: Alison Hade, Community Partnership Office

Date: March 13, 2017

Subject: Regular Agenda Item 1: Proposed amendments to Title 16 at Chapters 16.38 and 16.43 of the Municipal Code regarding affordable housing

I. SUMMARY

Direction received during the February 27, Planning Commission meeting was presented to the Affordable Housing Commission on March 3, 2017 during a Special Meeting. Three new recommendations are described below. The three changes to the attached code are also highlighted in yellow

II. MOTION

Motion to approve the proposed amendments to the Loveland Municipal Code Chapters 16.08, 16.38 and 16.43 regarding affordable housing, and recommending that the Loveland City Council approve the same.

III. RECOMMENDATIONS

1. Allow additional fee waivers for units rent restricted at 30% to 50% of the Area Median Income.

The Planning Commission heard public comment from Sam Betters, Executive Director of the Loveland Housing Authority (LHA), that changes to the affordable housing code do not match the practice of granting a 100% waiver of fees to LHA to provide multi-family rental housing for people living between 30% and 60% of the AMI. For that reason, the Affordable Housing Commission suggests describing criteria to allow non-profit and for-profit developers of for-rent housing that will be available to residents with income between 30% and 60% of the Area Median Income (AMI) to be eligible for a waiver of 100% of fees. See 16.43.070B1. Such projects will need to be composed entirely of affordable housing units available to those who earn 60% of AMI or less, and at least 60% of the units available to those who earn 50% of AMI or less.

The Affordable Housing Commission also suggests that projects that do not include units for very low-income residents may receive a waiver of fees based on the table that was

presented during the February 27, 2017 Planning Commission meeting. For example, a project with all units rent restricted at the 60% AMI level may receive a 70% reduction of capital expansion and building permit fees for those units. A project with a mixture of both 60% AMI units and units not rent restricted, may receive a 70% reduction of capital expansion and building permit fees for just the 60% AMI units.

Backfill fees would not be waived for projects that do not include units between 30% to 60% AMI with a majority of units at 50% AMI or below.

Percentage of area median income to be served for a particular affordable housing unit	Percentage of fees waived for the particular affordable housing unit
30%	100%
40%	90%
50%	80%
60%	70%

Projects are presented to the Affordable Housing Commission and then City Council for final approval as a two-step process. All fee waivers are at the discretion of City Council.

2. Use one repayment table

The Planning Commission suggested a linear approach to the repayment of fees for the sale of an affordable owner-occupied home. Instead of using the percentage of net proceeds table that was suggested on February 27th, the Affordable Housing Commission believes the table presented below is equitable.

Number of years from original sale	Amount owed to city
1	95% of net proceeds
2	90%
3	85%
4	80%
5	75%
6	70%
7	65%
8	60%
9	55%
10	50%
11	45%
12	40%
13	35%
14	30%
15	25%
16	20%
17	15%

18	10%
19	5%
20	0%

The repayment table will not eliminate the requirement that the owner sell to another qualified buyer. If a qualified buyer is not available, the owner may apply for a hardship waiver, allowing the home to be sold at market rate and requiring a payment to the City based on the table. Selling to another income-qualified buyer also requires that buyer to carry the deed restriction for the remaining years.

3. Remove additional penalty for selling single-family home.

The hardship waiver was written to read that the sale of an affordable owner occupied home must repay either the original fee amount or an amount resulting from the repayment table, whichever is higher. The Affordable Housing Commission voted to remove the words "whichever is higher".

IV. ATTACHMENTS

- Attachment 1 – Title 16 Code revisions
- Attachment 2 – February 27, 2017 Planning Commission Staff Memo
- Attachment 3 – March 13, 2017 Planning Commission PowerPoint

V. PLEASE DIRECT QUESTIONS TO: Alison Hade, Community Partnership Office alison.hade@cityofloveland.org, (970-962-2517)

Title 16

SUBDIVISION OF LAND*

Chapters:

- 16.08 Definitions
- 16.38 Capital Expansion Fees
- 16.43 Affordable-Community Housing Development

Chapter 16.08

DEFINITIONS

16.08.010 Definitions.

B. As used in this title:

“Affordable housing development” means a development that received a designation ~~designated~~ as such by council by resolution in accordance with Section 16.43.035 and that is: ~~(1) a housing development in which at least twenty percent of the total proposed units are sold to households earning seventy percent or less of qualified income and in which the units are owner-occupied; (2) a housing development in which at least twenty-five percent of the total proposed units are sold to households earning seventy-five percent or less of qualified income, and in which the units are owner-occupied; (3) a housing development in which at least thirty percent of the total proposed units are sold to households earning eighty percent or less of qualified income, and in which the units are owner-occupied; (4) a rental housing development in which at least twenty percent of the total proposed units are affordable to households earning fifty percent or less of qualified income; (5) a rental housing development in which at least twenty-five percent of the total proposed units are affordable to households earning fifty-five percent or less of qualified income; (6) a rental housing development in which at least forty percent of the total proposed units are affordable to households earning sixty percent or less of qualified income; or (7) any other housing development~~ a housing development, either for-sale or for-rental housing in which a percentage of the total proposed units, as determined by council, are affordable to households earning a percentage of qualified income, as determined by council. As used herein, “affordable” shall mean that the monthly cost of a rental housing unit is no more than the monthly rent set forth by income and rent tables released annually by the ~~United States Department of Colorado~~ Housing and Urban Development Finance Authority, a copy of which is on file with the city clerk’s office.

“Cost” for rental units means the gross monthly rental payment, plus estimated monthly utilities, or any other mandatory charges.

~~“Qualified affordable housing development” means an affordable housing development which has been reviewed by the city community partnership office administrator and for which the community partnership office administrator has issued a letter finding that the project qualifies as an affordable housing development under this title and is eligible to receive all incentives available under city rules and regulations for such developments.~~

The following subsections of chapter 16.38 are revised as follows:

Chapter 16.38

CAPITAL EXPANSION FEES

Sections:

- ~~16.38.010 — Purpose.~~
~~16.38.020 — Fees imposed.~~
~~16.38.030 — Change in use credit.~~
~~16.38.050 — Unlawful to occupy.~~
~~16.38.060 — Unpaid capital expansion fee — Lien.~~
~~16.38.070 — Exemption from capital expansion fees — Generally.~~
~~16.38.071 — Deferral of fees~~
~~16.38.072 — Exemption for historic downtown Loveland.~~
~~16.38.075 — Exemption from capital expansion fees — Not-for-profit facilities.~~
16.38.080 — Exemption from capital expansion fees – Community development Qualified affordable housing.
~~16.38.085 — Capital expansion fees for affordable housing developments.~~

16.38.075080 Exemption from capital expansion fees – ~~Not-for-profit facilities.~~Community development

~~A.~~ Council may by resolution grant an exemption from all or part of the capital expansion fees or any other fees imposed by the city upon new development, whether for capital or other purposes, ~~upon a finding, set forth in a development agreement, that the project for which the fees would otherwise be imposed will provide for~~ not-for-profit facilities ~~open to Loveland area residents that might otherwise be provided by the city at taxpayer expense, that such facilities relieve the pressures of growth on city provided facilities, designated affordable housing developments, and affordable housing units. Such exemptions shall be granted at the sole discretion of council, and only in accordance with the application procedures and requirements described in Cchapter 43 of this Title 16. that such facilities do not create growth or growth impacts. When a capital-related fee is waived pursuant to this section, there shall be no reimbursement to the capital expansion fund by the general fund or any other fund, unless the capital-related fee is a utility fee or charge in which case the affected utility fund shall be reimbursed by the general fund.~~**080**

~~Exemption from capital expansion fees — Qualified affordable housing.~~

~~A.~~ Council may by resolution grant an exemption from all or part of the capital expansion fees or any other fees imposed by the city upon new development, whether for capital or other purposes, ~~upon a finding, set forth in a development agreement, that the project for which the fees would otherwise be imposed is a qualified affordable housing development. When a capital-related fee is waived pursuant to this section, there shall be no reimbursement to the capital expansion fund by the general fund or any other fund, unless the capital-related fee is a utility fee or charge in which case the affected utility fund shall be reimbursed by the general fund.~~

~~B.~~ Exemptions granted pursuant to this section shall be done in accordance with the following tables:

~~1. If granted for rental housing, the exemption shall be as follows:~~

Percentage of area median income to be served	Minimum percentage of units in development set aside as affordable housing	Percentage of fees waived for affordable housing only
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30%	10%	100%
40%	15%	90%
50%	20%	80%
60%	40%	70%
Percentage of area median income to be served	Minimum percentage of units in development set aside as affordable housing	Percentage of fees waived for affordable housing only
40%	5%	90%
50%	10%	80%
60%	15%	70%
70%	20%	60%
75%	25%	25%
80%	30%	15%

~~3. Notwithstanding the above provisions of this Subsection B., council may increase the percentage of fees waived under this section upon making a finding in its resolution waiving the fees that such percentage increase will serve a public purpose, which public purpose shall be specified in the resolution.~~

~~C. Exemptions granted pursuant to this section shall be effective for one year from the date on which the exemption is granted unless extended by council for good cause shown. Any such extension shall be set forth in an amendment to the development agreement approved by resolution of council.~~

Chapter 16.43 is repealed in its entirety and re-enacted to read:

Chapter 16.43

AFFORDABLECOMMUNITY HOUSING DEVELOPMENT

Sections:

- 16.43.010 Purpose.**
- 16.43.020 AffordableCommunity housing development fund established.**
- 16.43.030 Revenue sources for affordablecommunity housing development fund.**
- 16.43.035 Designation of Aaffordable housing developments.**
- 16.43.040 Calculation of capital expansion fees for designated affordable housing developments.**
- 16.43.045 Dispersion and phasing of affordable housing units required.**
- Design standards for affordable housing. 16.43.050 Design standards for affordable housing.**
- 16.43.055 Expedited development review for affordable housing developments.**
- 16.43.060 Dispersion of affordable housing units.Exemption from capital expansion fees – nNot-for-profit or public facilities.**
- 16.43.070 Exemption from capital expansion fees – designated affordable housing developments and affordable housing units.**
- 16.43.071 Deferral of fees – community development. Designation of affordable housing units required.**
- 16.43.080 Deed restriction for affordable housing units and not-for-profit or public facilities required.**
- 16.43.090 Sales of deed-restricted affordable housing units.**
- 16.43.100 Use tax credit for qualified affordable housing units.**
- 16.43.110 Annual review of affordable housing ownership.**

16.43.010 Purpose.

The purposes of this chapter are to:

- ~~A. Implement the housing goals of the city's affordable housing policy as adopted by resolution of council;~~
- ~~A. Promote the construction of~~Encourage development of diverse housing types and complete neighborhoods;
- ~~B. Support housing that is affordable to~~meets the ~~community's workforce;~~
- ~~C. Retain opportunities for people that work in the city to also live in the city;~~
- ~~D. Maintain a balanced community that provides housing for people~~needs of ~~all income levels; and~~
- ~~E.B. Promote availability of housing options for low and moderate income residents and for special needs populations.~~households;
- C. Reduce homelessness by providing supportive housing with services.

16.43.020 AffordableCommunity housing development fund established.

There is created a special fund to be known as the affordablecommunity housing development fund for the purpose of receiving all revenues related to affordable housing programs and services and other appropriations from the general fund or other funds as approved or established by council. The fund and any interest earned in that fund shall be for the specific use of those programs and services as determined by council.

16.43.030 Revenue sources for affordablecommunity housing development fund.

The affordablecommunity housing development fund shall be funded through revenues derived from payments to the city as set forth in Section 16.43.080B090C., from gifts or grants, and from appropriations from the general fund or other funds, as council may from time-to-time establish or approve.

16.43.035 Designation of aAffordable housing developments---designation.

All applications for designation of a housing development or housing unit as affordable shall be submitted to the affordable housing commission for review and recommendation to council. A decision by the affordable housing commission not to recommend designation may be appealed to council. Council shall review such applications and recommendations and make the final determination to approve, approve with conditions, or deny such applications by resolution. An application for designation of a housing development as affordable may not be combined with or include a request for exemption from a capital expansion fee or other fees. A designation of a housing development as affordable does not guarantee a reduction or exemption of capital expansion fees or other fees by council.

16.43.040 Calculation of capital expansion fees for designated affordable housing developments.

- A. Capital expansion fees, water rights requirements and fees, and any other fees imposed by the city upon an affordable housing development, whether for capital or other purposes (collectively, “development fees”), shall be calculated as of the date on which council adopts a resolution designating the housing development as affordable (the “designation date”). The development - fees calculated under this section shall be valid for five years thereafter. At the end of the five-year period, the development fees shall be calculated each year thereafter on the basis of those development fees in effect five years prior. This adjustment shall continue each year until the last affordable housing unit within the affordable housing development receives a building permit, or the housing development loses its affordable designation in accordance with Subsection B. below.
- B. Ten years after the designation date, the housing development shall lose its affordable designation unless at least one affordable housing unit within the housing development has received a certificate of occupancy, in which case the development fees shall continue to be calculated as set forth in Subsection A. above. Notwithstanding the foregoing, any developer that has not obtained a certificate of occupancy at the end of the ten-year period may request that the affordable housing commission consider and make a recommendation to council to extend the housing development’s affordable designation and the fee reduction provided for herein for good cause shown. Any such extension shall be set forth in a development agreement approved by resolution of council.
- C. Notwithstanding anything herein to the contrary, the developer shall be entitled to pay the lower of the development fee in effect as of the designation date and the development fee in effect at the time such fees are paid.

~~16.43.040 Design standards for affordable housing.~~

~~The design standards set forth in Chapter 16.24 may be modified for subdivisions which are affordable housing developments in accordance with the Site Development Performance Standards and Guidelines for affordable housing found in Chapter 7 of the Site Development Performance Standards and Guidelines, so long as the design of the subdivision remains at all times consistent with the overall health, safety, and welfare of the future residents of the subdivision. All design modifications for affordable housing developments shall be subject to the approval of the director.~~

~~16.43.050 Expedited development review for affordable housing developments.~~

~~The city shall process all applications for affordable housing developments on an expedited time line. Complete applications for affordable housing developments shall be placed ahead of all other complete applications in the review process. All required reviews of applications for affordable housing developments by city staff members and city boards and commissions shall be accomplished in as expeditious a manner as possible consistent with good planning principles.~~

16.43.060 16.43.045 Dispersion and phasing of affordable housing units required.

- A. Where affordable housing units are part of a residential development also containing market-rate housing units, the planning commission shall review the preliminary plat to ensure that the affordable housing units shall, to the extent possible without creating practical difficulties, be mixed with the market-rate housing units and not clustered together or segregated from market-rate housing units in the development. The director, in all instances, shall have the discretion to approve the final location and distribution of affordable housing units in the development ~~on the final plat~~, provided that such locations are in substantial compliance with the planning commission's approval of the preliminary plat.

16.43.070 Designation of affordable housing units required.

- B. All development plans for affordable housing developments or that include affordable housing units shall indicate which dwelling units shall be constructed as affordable housing units. For single-family detached dwelling units, each lot upon which an affordable housing unit is to be constructed shall be designated on the development plan. For multi-family housing or duplex housing, the development plan shall indicate the percentage of units within the development that shall be constructed as affordable housing units. An affordable housing development may be developed in phases. For a phased development, each development plan shall indicate which dwelling units shall be constructed as affordable housing units. The director, in all instances, shall have the discretion to approve the number and location of affordable housing units within a phased development so long as the required percentage ratio of affordable housing units ~~is met to the overall number of market-rate units is maintained for each phase of the development.~~ The development agreement for the affordable housing development shall specify the required affordable housing ratio of affordable housing units to market-rate units to be maintained during construction of each phase of the development. The director shall also have the authority to approve administrative amendments to development plans changing the location of affordable housing units designated on a development plan for non-phased developments, provided that such locations are in substantial compliance with the planning commission's approval of the preliminary plat and with all other applicable provisions of this chapter.

16.43.050 Design standards for affordable housing.

The design standards set forth in Chapter 16.24 may be modified for subdivisions which are affordable housing developments in accordance with the Site Development Performance Standards and Guidelines for affordable housing found in Chapter 7 of the Site Development Performance Standards and Guidelines, so long as the design of the subdivision remains at all times consistent with the overall health, safety, and welfare of the future residents of the subdivision. All design modifications for affordable housing developments shall be subject to the approval of the director.

16.43.0505 Expedited development review for affordable housing developments.

The city shall process all applications for affordable housing developments on an expedited time line. Complete applications for affordable housing developments shall be placed ahead of all other complete applications in the review process. All required reviews of applications for affordable housing developments by city staff members and city boards and commissions shall be accomplished in as expeditious a manner as possible consistent with good planning principles.

16.43.060 Exemption from capital expansion fees – not-for-profit or public facilities.

Council may by resolution grant an exemption from all or part of the capital expansion fees or any other fees imposed by the city upon new development, whether for capital or other purposes, upon a finding, set forth in a development agreement, that the project for which the fees would otherwise be imposed will provide not-for-profit or public facilities open to Loveland area residents that might otherwise be provided by the city at taxpayer expense, that such facilities relieve the pressures of growth on city-provided facilities, and that such facilities do not create growth or growth impacts. When a capital-related fee is waived pursuant to this section, there shall be no reimbursement to the capital expansion fund by the general fund or any other fund, unless the capital-related fee is a utility fee or charge in which case the affected utility fund shall be reimbursed by the general fund. No certificate of occupancy shall be issued for any project that obtains a fee waiver pursuant to this section unless the project is encumbered by a deed restriction that meets the requirements described in Section 16.38.080.

16.43.0780 Exemption from capital expansion fees –~~Qualified~~ designated affordable housing developments and affordable housing units.

A. Council may by resolution grant an exemption from all or part of the capital expansion fees or any other fees imposed by the city upon new development, whether for capital or other purposes, upon a finding, set forth in a development agreement, that the project for which the fees would otherwise be imposed is an ~~qualified~~-affordable housing development, and the development has been previously designated as such by resolution of council. When a capital-related fee is waived pursuant to this section, there shall be no reimbursement to the capital expansion fund by the general fund or any other fund, unless the capital-related fee is a utility fee or charge in which case the affected utility fund shall be reimbursed by the general fund.

B. Exemptions granted pursuant to this section shall be done in accordance with the following tables:

1. A new development that will contain rental housing and will not include market-rate units for rent may be eligible for a waiver of 100% of capital-related fees and charges, at the discretion of council, if the development meets the following criteria: (a) 100% of the units will be available for rent by persons earning 60% of the area median income or lower, and (b) at least 60% of the units will be available for rent by persons earning 50% of the area median income or lower.

24. If granted for a new development that will contain rental housing that does not meet the criteria above, any exemption approved by council, the exemption shall only apply to individual affordable housing units and, and shall not apply to market-rate units. Unless otherwise approved by council, the exemption shall be calculated as follows:

<u>Percentage of area median income to be served for a particular affordable housing unit</u>	<u>Percentage of fees waived for the particular affordable housing unit</u>
<u>30%</u>	<u>100%</u>
<u>40%</u>	<u>90%</u>
<u>50%</u>	<u>80%</u>
<u>60%</u>	<u>70%</u>

23. If granted for “for-sale” housing, the exemption shall be as follows:

<u>Percentage of area median income to be served</u>	<u>Minimum percentage of units in development set aside as affordable housing</u>	<u>Percentage of fees waived for affordable housing only</u>
<u>40%</u>	<u>5%</u>	<u>90%</u>
<u>50%</u>	<u>10%</u>	<u>80%</u>

<u>60%</u>	<u>15%</u>	<u>70%</u>
<u>70%</u>	<u>20%</u>	<u>60%</u>
<u>75%</u>	<u>25%</u>	<u>25%</u>
<u>80%</u>	<u>30%</u>	<u>15%</u>

3. Notwithstanding the above provisions of this Subsection B., council may increase the percentage of fees waived under this section upon making a finding in its resolution waiving the fees that such percentage increase will serve a public purpose, which public purpose shall be specified in the resolution. Council may also decrease the percentage of fees waived under this section based upon the unique circumstances of a proposed development, the availability of funds, or for any other reason.

C. Exemptions granted pursuant to this section shall be effective for one year from the date on which the exemption is granted unless extended by council for good cause shown. Any such extension shall be set forth in an amendment to the development agreement approved by resolution of council.

D. Exemptions for fee waivers under this Title 16, including those capital-related utility fees and charges that must be reimbursed by the general fund, are granted at the sole discretion of council and under the specific terms approved by council.

16.43.071 Deferral of fees – community development

Council may allow for the deferral of fees imposed on not-for-profit or public facilities, designated affordable housing developments, or affordable housing units under the same procedures and requirements described in section 16.38.071.

16.43.080 Deed restriction for affordable housing units and not-for-profit or public facilities required.

- A. “For sale” affordable housing units. No certificate of occupancy shall be issued for any “for-sale” single-family dwelling, multi-family building, or duplex containing an affordable housing unit(s) unless: ~~(i) the~~
1. The applicant provides documentation satisfactory to the director of development services that the building for which the certificate of occupancy is requested contains the required number of affordable housing units identified on the final plat; and ~~(ii) a~~
 2. For a single-family dwelling only, the contract household-buyer of such unit has been income-qualified for purchase of such unit by the community partnership administrator; and
 3. A deed restriction or encumbrance has been placed on the property in a form approved by the city attorney, prohibiting the sale of the affordable housing unit(s) to any person or entity other than a qualifying household, and prohibiting the rental of the property, and requiring the property to be owner-occupied, for a period of twenty years from the date of the initial purchase of the affordable housing unit(s) has been placed on the property. The deed restriction or encumbrance shall contain a provision stating that it is the intent of the parties that the respective rights and obligations set forth in the deed restriction or encumbrance shall constitute covenants, equitable servitudes, and/or liens that run with the land and shall benefit and burden any personal representatives, successors, and assigns of the parties. The deed restriction or encumbrance shall also contain a provision indicating that it automatically expires: (i) if title to property mortgaged by an institutional lender is transferred to the institutional lender, or to the institutional lender’s successor or assign, by foreclosure or deed-in-lieu of foreclosure; or (ii) twenty years after the date of the initial purchase of the affordable housing unit by the initial qualifying household, provided there is no existing default under the deed restriction or encumbrance. All “for-sale” affordable housing units must be owner-occupied.
- B. “For rent” units. No certificate of occupancy shall be issued for any “rental” multi-family building or duplex containing an affordable housing unit(s) unless: ~~(i) the~~

1. The applicant provides documentation satisfactory to the director of development services that the building for which the certificate of occupancy is requested contains the required number of affordable housing units identified on the final plat; and (ii) a

2. A deed restriction or encumbrance, has been placed on the property in a form approved by the city attorney, prohibiting the rental of the affordable housing units to any person(s) other than a qualifying household, and prohibiting the conversion of the affordable housing units from "rental" units to "for-sale" units without the prior written approval of the city, for a period of ~~twenty~~fifty years from the date of the issuance of a certificate of occupancy. The deed restriction or encumbrance shall contain a provision stating that it is the intent of the parties that the respective rights and obligations set forth in the deed restriction or encumbrance shall constitute covenants, equitable servitudes, and/or liens that run with the land and shall benefit and burden any personal representatives, successors, and assigns of the parties. The deed restriction or encumbrance shall also contain a provision indicating that it automatically expires: (i) if title to property mortgaged by an institutional lender is transferred to the institutional lender, or to the institutional lender's successor or assign, by foreclosure or deed-in-lieu of foreclosure; or (ii) fifty years after the date on which a certificate of occupancy was first issued for the property, provided there is no existing default under the deed restriction or encumbrance.

C. Not-for-profit facilities. No certificate of occupancy shall be issued for a not-for-profit or public facility building that meets the requirements of Section 16.43.060 and that obtains a fee waiver pursuant to this section unless a deed restriction or encumbrance has been placed on the property in a form approved by the city attorney, prohibiting the sale of the not-for-profit or public facility to any person or entity for a use that does not meet the requirements of Section 16.43.060 for a period of twenty-five years from the date on which a certificate of occupancy was first issued for the property. The deed restriction or encumbrance shall contain a provision stating that it is the intent of the parties that the respective rights and obligations set forth in the deed restriction or encumbrance shall constitute covenants, equitable servitudes, and/or liens that run with the land and shall benefit and burden any personal representatives, successors, and assigns of the parties. The deed restriction or encumbrance shall also contain a provision indicating that it automatically expires: (~~i~~1) if title to property mortgaged by an institutional lender is transferred to the institutional lender, or to the institutional lender's successor or assign, by foreclosure or deed-in-lieu of foreclosure; or (~~ii~~2) twenty-five years after the date on which a certificate of occupancy was first issued for the property, provided there is no existing default under the deed restriction or encumbrance.

~~C. Payment required. If an owner sells a "for sale" unit to a household that does not meet the city's definition of a qualifying household, or rents a "for rent"~~

16.43.090 Sales of deed-restricted affordable housing units.

A. Every household-buyer of a deed-restricted affordable housing unit must be income-qualified by the community partnership administrator.

B. Within the deed-restriction period of a particular affordable housing unit, the owner of a deed-restricted affordable housing unit may only sell or transfer the unit to another income-qualified household unless council approves a hardship waiver of the requirements of this section. The requirements of this section shall not apply to the owner of an affordable housing unit with a deed restriction recorded prior to July 1, 2017.

C. Deed restriction hardship waiver and payment required. Council may waive the requirement provided in subsection B, above, to allow an owner of a "for sale" affordable housing unit to sell such unit to a household that does not meet the definition of a qualifying household-at a rent defined as affordable by the Colorado Housing and Finance Authority Rent and Income Table. Any requests for such deed restriction hardship waiver must be approved first by the affordable housing commission. The affordable housing commission's denial of a waiver may be appealed to council. A deed restriction hardship waiver granted by council, shall require the owner shall to pay the city the amounts set forth by applying the calculation in the table below: -

1. If all or any part of the capital expansion fees or any other fees imposed by the city upon new development were waived in accordance with Section 16.38.080, the owner shall pay the city an amount as required by the following table:

Number of years from original sale (if a “for sale” unit), or number of years from the issuance of the first certificate of occupancy (if a “for rent” unit)	Amount owed to city
1	95% of amount waived <u>net</u> <u>proceeds</u>
2	90% of amount waived <u>net</u> <u>proceeds</u>
3	85% of amount waived <u>net</u> <u>proceeds</u>
4	80% of amount waived <u>net</u> <u>proceeds</u>
5	75% of amount waived <u>net</u> <u>proceeds</u>
6	70% of amount waived <u>net</u> <u>proceeds</u>
7	65% of amount waived <u>net</u> <u>proceeds</u>
8	60% of amount waived <u>net</u> <u>proceeds</u>
9	55% of amount waived <u>net</u> <u>proceeds</u>
10	50% of amount waived <u>net</u> <u>proceeds</u>
11	45% of amount waived <u>net</u> <u>proceeds</u>
12	40% of amount waived <u>net</u> <u>proceeds</u>
13	35% of amount waived <u>net</u> <u>proceeds</u>
14	30% of amount waived <u>net</u> <u>proceeds</u>
15	25% of amount waived <u>net</u> <u>proceeds</u>
16	20% of amount waived <u>net</u> <u>proceeds</u>
17	15% of amount waived <u>net</u> <u>proceeds</u>
18	10% of amount waived <u>net</u> <u>proceeds</u>
19	5% of amount waived <u>net</u> <u>proceeds</u>
20	\$0

2. If capital expansion fees or any other fees imposed by the city upon new development were not waived in accordance with Section 16.38.080, the owner shall pay the city an amount as required by the following table:

Number of years from date of original sale	Percentage of net proceeds due to city
0-5 years	25%
5-10 years	20%
10-15 years	15%
15-20 years	10%

In no instance shall the payment required exceed the owner's amount of net proceeds from sale of the affordable housing unit.

~~D. Hardship waiver. Council may waive all or any portion of the repayment obligations set forth in this section on a case-by-case basis for good cause shown.~~

16.43.100 Use tax credit for ~~qualified~~ affordable housing units.

- A. Incentives provided. An applicant who meets all of the applicable criteria set forth in this section may receive, as a credit against any fees assessed by the city in connection with the construction of new ~~qualified~~ affordable housing units within the city, or in connection with the reconstruction or remodel of an existing dwelling unit within the city, a sum equal to the building materials use tax paid to the city in connection with the construction of such units.
- B. Criteria to receive credit. The credit shall be issued at the time a certificate of occupancy is issued for the single family dwelling, multi-family building or duplex containing an affordable housing unit. In order to receive the use tax credit set forth in Subsection A., the applicant shall meet one of the following criteria:
 1. For "for-sale" dwelling units, the applicant shall provide documentation satisfactory to the director that the building for which the certificate of occupancy is requested contains the required number of affordable housing units identified on the final plat.
 2. For "rental" dwelling units, the applicant shall provide documentation satisfactory to the director and the city attorney that the multi-family building or duplex containing affordable housing rental unit(s) are located in an affordable housing development and will provide affordable housing units to qualifying households for not less than ~~twenty-five~~ years.
- C. Application. Any person or entity that wishes to receive the incentive credit provided for in Subsection A., shall submit a completed use tax credit application to the community partnership administrator. The application shall be accompanied by documentation in support of the criteria set forth in this section. An application which fails to contain complete information and sufficient documentation to support the criteria set forth above shall not be considered. The completed application for the incentive credit shall be submitted and approved prior to issuance of a use tax credit and prior to issuance of a certificate of occupancy.

16.43.110 Annual review of affordable housing ownership.

Once each year, the community partnership administrator shall obtain an ownership report concerning each "for-sale" affordable housing unit for which the city has issued a certificate of occupancy. In the event an affordable housing unit is owned or occupied by a person other than the initial qualifying household, the current owner of the affordable housing unit shall submit documentation to the administrator verifying that the affordable housing unit is owned by a qualifying household and has not been rented. In the event the current owner fails to provide such information in a timely manner, or the information provided fails to support continuing compliance with the requirements set forth in this chapter, the administrator shall advise the current owner in writing that the payment set forth in Section 16.43.~~080B090C~~ shall be paid to the city. If the current owner fails to pay the city within thirty days of the date any decision is made by the administrator pursuant to this section, the city may institute appropriate legal proceedings to recover the amount owed. Any such funds recovered shall be placed in the affordable housing fund.

End Title 16



Community Partnership Office

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MEMORANDUM

To: Loveland Planning Commission

Through: Rod Wensing, City Manager's Office

From: Alison Hade, Community Partnership Office

Date: February 27, 2017

Subject: Proposed amendments to Title 16 at Chapters 16.38 and 16.43 of the Municipal Code regarding affordable housing

I. SUMMARY

The affordable housing code changes described below outline a process for non-profit and for-profit developers to receive an incentive from the City of Loveland to build affordable housing. City Council would like assurance that any project that receives an incentive remains affordable and if not, that the incentive is returned to the City (see #6 and #8 below). To simplify the process of seeking an incentive, parts of 16.38 that are used for affordable housing will be merged into 16.43, thereby ensuring that all affordable housing code exists in one section.

The recommendations conclude work completed by the Affordable Housing Commission throughout 2016 and stem from direction originally received from City Council during a study session in 2015. All of the recommendations listed below received either unanimous or majority support from the Affordable Housing Commission.

II. BACKGROUND

The City of Loveland supports affordable housing primarily through the waiver of development, capital expansion (CEF) and other fees for non-profit and for-profit developers. Other fees include utilities and charges that must be reimbursed, or backfilled, by the general fund and cannot be waived outright by City Council. Non-profit developers, namely the Loveland Housing Authority and Habitat for Humanity, have historically received a waiver of close to 100% of building permit and capital expansion fees, as well as utility fees that require backfilling. For-profit organizations have only received fee waivers that do not require backfilling.

III. RECOMMENDATIONS

1. Move relevant subsections of 16.38 to 16.43 and change name of the Affordable Housing code subsection to Community Housing Development (16.43.020, 16.43.030)

The Affordable Housing code exists primarily at 16.43 with sections of 16.38 addressing the waiver of CEFs and other fees for designated affordable housing developments. The Affordable Housing Commission recommends merging the two sections used by developers of affordable housing and changing the name of section 16.43 to Community Housing Development.

The name of the fund used for affordable housing would be changed from the Affordable Housing Fund to the Community Housing Development Fund.

2. Revised purpose (16.43.010)

The Purpose of the affordable housing code was amended to reflect two policies described in the 2015 Comprehensive Plan (Chapter 2, Page 16). The third purpose mirrors one of the goals of the Affordable Housing Commission.

- A. Encourage development of diverse housing types and complete neighborhoods.
- B. Support housing that meets the needs of low and moderate income households.
- C. Reduce homelessness by providing supportive housing with services.

3. Update Affordable Housing Designation process (16.43.035, 16.43.040, 16.43.080)

An affordable housing designation is granted through an application process that is presented to the Affordable Housing Commission. If the Commission supports the project requesting the designation, the application is heard by City Council for final approval.

The purpose of an affordable housing designation is to lock fees to the date on which the designation is granted and to allow a for-profit developer to request a waiver of fees. A fee lock means that a developer will be charged the fees in place as of the date of the lock. For example, a project that receives an affordable housing designation dated in 2015 will pay 2015 rates for fees if the fees are not waived altogether. A non-profit developer may also use the designation process to lock fees but does not require the designation to ask for a fee waiver.

The affordable housing designation process description will be changed to say that the application process and a request for a waiver of fees may not be combined in one meeting, which serves the purpose of allowing Council to affirm whether they would be interested in granting a fee waiver incentive during the original designation meeting. The code also now states that exemptions from fees “are granted at the sole discretion of council and under the specific terms approved by council.”

Additionally, due to some confusion about the difference between a “designated” affordable housing development and “qualified” affordable housing, the defined term “qualified affordable housing” has been removed from the definitions in Title 16, and replaced throughout with “designated”.

4. Deed restriction duration increased for multi-family housing and public facilities

The Affordable Housing Commission recommends making the following changes to the duration of deed restrictions:

- Multi-family housing: Change the duration from 20 years to 50 years.
- Single-family housing: Keep the duration at 20 years.
- Public facility: Change the duration from 20 years to 25 years.

A deed restriction ensures that a property cannot be sold without notifying the Community Partnership Office. Increasing the duration of the deed restriction for multi-family housing and public facilities safeguards the City's investment in affordable housing and community facilities. See #7 below.

5. Incentives for rental housing simplified and granted only for units rented to residents living at or below 60% of the Area Median Income (AMI) (16.43.080)

NOTE: For information about the Area Median Income, including a description of maximum rents charged at each level of the AMI by apartment size, please see Appendix 1.

The current code includes a table showing potential exemptions from capital expansion and other fees.

1. If granted for rental housing, the exemption shall be as follows:

Percentage of area median income to be served	Minimum percentage of units in development set aside as affordable housing	Percentage of fees waived for affordable housing only
30%	10%	100%
40%	15%	90%
50%	20%	80%
60%	40%	70%

The current table suggests that a for-profit developer is required to set aside a specific percentage of units at each AMI level in order to receive a fee waiver. Recent rent restricted multi-family projects built by for-profit developers were restricted at the 60% AMI level for 100% of the units (see Appendix 1 for more information about rental costs). These projects requested a waiver of 70% of the capital expansion and building permit fees in order to fill a gap in funding using Low Income Housing Tax Credits. No incentives were granted to for-profit developers that required backfilling utility and enterprise fees.

The Affordable Housing Commission recommends removing the middle column in the table shown above because it is not used to determine the percentage of units that are set aside for each AMI level. For builders that produce units at each level of the AMI, the percentage is determined by the ability of the organization to pay the loan and is driven by the amount of rent that must be raised each month. Removing the middle column still allows an incentive to be granted for only those units that are rent restricted at 60% of the AMI or below, with no incentive for fees that require backfilling and at councils discretion based on annual housing goals.

6. Retention of affordable housing (16.43.100)

The goal of City Council and the Affordable Housing Commission is to retain as affordable any housing that has received a waiver of fees. The Affordable Housing Commission voted unanimously to strengthen deed restrictions so that the City's stock of affordable housing units is maintained. To that end, 16.43.090 now states, "the owner of a deed restricted affordable housing unit may only sell or transfer the unit to another income-qualified household unless council approves a hardship waiver."

The current code allows the owner of an affordable single family home to sell the home at market rate and repay a portion of net proceeds using the table below. The proposed change will ensure that affordable housing units that receive an incentive will remain affordable for the entire 20-year deed restriction period.

7. Hardship Waiver changed to require repayment of a portion of net proceeds (16.43.100C)

The hardship waiver described in the current code allows the seller of an affordable home to make a request of City Council to waive altogether the repayment obligation. The change to the hardship waiver, made in connection with strengthening the deed restriction, now means that the owner can to sell the home but must always repay a portion of net proceeds as described under #8.

8. Use only one repayment table

The Affordable Housing Commission recommends using the table shown below for a fee waiver repayment if an affordable single family home is sold before the 20-year deed restriction has expired. The purpose of the repayment table is to recover an incentive based on market conditions without overly burdening the seller of the home. The table is currently shown as Table C2 under 16.43.080. Table C1 will be removed from 16.43.080.

Number of years from date of original sale	Percentage of net proceeds due to city
0-5 years	25%
5-10 years	20%
10-15 years	15%
15-20 years	10%

Table C1 has historically been used for fee waivers granted to Habitat for Humanity and will be removed completely from 16.43. Table C1 reduced the total cost of the incentive over 20 years. For example, if an affordable home were sold in year 10, the owner would be required to repay 50% of the original fee waiver. If the fee waiver was \$25,000, this means the home owner must repay \$12,500 regardless of the profit made on the home. Using Table C2 takes into account market conditions.

Table C2 has been used by for-profit developers in the Giuliano First and Koldeway Industrial Third subdivisions for single-family homes sold to residents that are income qualified at 70% of the AMI (i.e., \$54,740 in annual income for a family of 4. See Appendix 1 for more information). An owner wishing to sell a home that was purchased with a fee waiver incentive in one of these subdivisions has two options: sell to another buyer with income at the 70% AMI level at a price the buyer can afford or sell at market rate and pay a percentage

of net proceeds to the City of Loveland. Selling to another income-qualified buyer also requires that buyer to carry the deed restriction for the remaining years.

Changes described under #7 now allow the owner of an affordable home to sell the home at a market rate prior to the expiration of the deed restriction by showing a hardship. It also mandates that the owner must repay the higher of the full fee waiver amount or a portion of the net proceeds returned to the city, not to exceed the owner's amount of net proceeds from the sale of the home. For example, a home that was purchased for \$200,000 and sold for \$300,000, (with a fee waiver of \$20,000) and paying approximately \$20,000 in closing costs, would receive net proceeds of \$80,000. If the home were sold in year 10, the owner would repay the \$20,000 because the full fee waiver is higher than the amount calculated using the table (\$15% of the net proceeds, or \$12,000), and does not exceed the net proceeds of \$80,000 received from the sale.

IV. FUTURE CHANGES

The Affordable Housing Commission intends to begin discussing two additional proposed revisions to the code as soon as possible:

- 16.43.080(2), exemption from fee table used by for-profit developers for single-family homes will require additional input from developers and builders of affordable housing and will be presented to the Planning Commission at a later date.
- Density bonus – The City of Loveland does not currently grant density that may help to make housing more affordable for developers. A Density Bonus code section will be researched and will also be presented to the Planning Commission at a later date.

V. ATTACHMENTS

- Attachment 1 – Area Median Income table and rent/Income chart and rent description.
- Attachment 2 – Title 16 Code revisions
- Attachment 3 – February 27, 2017 Planning Commission PowerPoint

VI. PLEASE DIRECT QUESTIONS TO:

Please contact Alison Hade for any questions regarding the items listed above by telephone, email, or in-person.

Alison Hade, Administrator
Community Partnership Office
alison.hade@cityofloveland.org
970-962-2517

ATTACHMENT 1 – Area Median Income

AMI tables are distributed annually by the U.S. Department of Housing and Urban Development (HUD).

2016 HUD Income Guidelines Larimer County Issued March 2016

# of Persons in Household	1	2	3	4	5	6	7	8
100%	\$54,800	\$62,600	\$70,400	\$78,200	\$84,500	\$90,800	\$97,000	\$103,300
80%	\$43,840	\$50,080	\$56,320	\$62,560	\$67,600	\$72,640	\$77,600	\$82,640
75%	\$41,100	\$46,950	\$52,800	\$58,650	\$63,375	\$68,100	\$72,750	\$77,725
70%	\$38,360	\$43,820	\$49,280	\$54,740	\$59,150	\$63,560	\$67,900	\$72,310
60%	\$32,880	\$37,560	\$42,240	\$46,920	\$50,700	\$54,480	\$58,200	\$61,980
50%	\$27,400	\$31,300	\$35,200	\$39,100	\$42,250	\$45,400	\$48,500	\$51,650
40%	\$21,920	\$25,040	\$28,160	\$31,280	\$33,800	\$36,320	\$38,800	\$41,320
30%	\$16,440	\$18,780	\$21,120	\$23,460	\$25,350	\$27,240	\$29,100	\$30,990

Maximum rents are calculated by the Colorado Housing and Finance Administration (CHFA) by using the AMI table. The maximum rent that could be charged for a 2-bedroom unit at 60% AMI is \$810, including utilities. Rent is generally set at 30% of income (ex: 30% AMI income for 1 person is \$16,440. Efficiency unit pays rent of \$411, with is 30% of monthly income of \$1,370).

2016 MAXIMUM RENTS								2016 INCOME LIMITS							
County	HERA	AMI	0 BDRM	1 BDRM	2 BDRM	3 BDRM	4 BDRM	1 PERSON	2 PERSON	3 PERSON	4 PERSON	5 PERSON	6 PERSON	7 PERSON	8 PERSON
Larimer		120%	1,644	1,761	2,112	2,440	2,724	65,760	75,120	84,480	93,840	101,400	108,960	116,400	123,960
Larimer		100%	1,370	1,467	1,760	2,033	2,270	54,800	62,600	70,400	78,200	84,500	90,800	97,000	103,300
Larimer		80%	1,096	1,174	1,408	1,627	1,816	43,840	50,080	56,320	62,560	67,600	72,640	77,600	82,640
Larimer		65%	890	953	1,144	1,321	1,475	35,620	40,690	45,760	50,830	54,925	59,020	63,050	67,145
Larimer		60%	822	880	1,056	1,220	1,362	32,880	37,560	42,240	46,920	50,700	54,480	58,200	61,980
Larimer		55%	753	807	968	1,118	1,248	30,140	34,430	38,720	43,010	46,475	49,940	53,350	56,815
Larimer		50%	685	733	880	1,016	1,135	27,400	31,300	35,200	39,100	42,250	45,400	48,500	51,650
Larimer		45%	616	660	792	915	1,021	24,660	28,170	31,680	35,190	38,025	40,860	43,650	46,485
Larimer		40%	548	587	704	813	908	21,920	25,040	28,160	31,280	33,800	36,320	38,800	41,320
Larimer		30%	411	440	528	610	681	16,440	18,780	21,120	23,460	25,350	27,240	29,100	30,990

2016 MAXIMUM RENTS							
County	HERA	AMI	0 BDRM	1 BDRM	2 BDRM	3 BDRM	4 BDRM
Larimer		120%	1,644	1,761	2,112	2,440	2,724
Larimer		100%	1,370	1,467	1,760	2,033	2,270
Larimer		80%	1,096	1,174	1,408	1,627	1,816
Larimer		65%	890	953	1,144	1,321	1,475
Larimer		60%	822	880	1,056	1,220	1,362
Larimer		55%	753	807	968	1,118	1,248
Larimer		50%	685	733	880	1,016	1,135
Larimer		45%	616	660	792	915	1,021
Larimer		40%	548	587	704	813	908
Larimer		30%	411	440	528	610	681

Affordable Housing Code

Presentation to the Planning Commission
March 13, 2017

1

Affordable Housing Code Revisions

Simplify
multi-family
incentive
structure:

- Incentive only
for affordable
units

Simplify fee
waiver
repayment
schedule

2

Discussion

3



Planning Commission Staff Report

March 13, 2017

Agenda #: Regular Agenda - 2
Title: The Foundry – Site Development Plan (PZ 17-00004)
Applicant: Scott Ranweiler, Brinkman Partners
Request: **Be-Established Business District Site Development Plan Review**
Location: Between E. First Street and Backstage Alley (north/south) and between N. Lincoln Avenue and N. Cleveland Avenue (east/west)
Existing Zoning: Be – Established Business District
Proposed Use: Mixed-use development (Foundry)
Staff Planner: Troy Bliss

Staff Recommendation

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

Recommended Motions:

- 1. Move to make the findings listed in Section VIII of the Planning Commission staff report dated March 13, 2017, and based on those findings, approve the Foundry Site Development Plan, subject to the conditions listed in Section IX, as amended on the record.*

Summary of Analysis

This is a public hearing and quasi-judicial matter to consider The Foundry Site Development Plan (SDP). The role of the Planning Commission is to determine whether the plan as presented is in compliance with the standards specified in Chapter 18.24 of the Loveland Municipal Code. Decision of the Planning Commission is final. The project is a collaboration between the applicant, Brinkman Partners, and the City of Loveland.

The Foundry redevelopment project includes approximately 4 acres of what is now vacant land in downtown Loveland. The site is located between Lincoln and Cleveland avenues and between Backstage Alley and E. First Street. The project consists of a 460+/- space multi-story parking garage, a 98,000 square foot mixed-use building along N. Cleveland Avenue, a 58,000 square foot mixed-use building along N. Lincoln Avenue, and a central plaza. Other project components, including a movie theater and a hotel, are still in the design phase and will be presented to the Planning at a future date.

The Foundry represents the City Council's efforts to create a "downtown catalyst" project that will spur revitalization and renewed investment in the downtown. The envisioned mix of residential, entertainment, restaurant and retail uses, along with a city-owned parking structure oriented around a central plaza is part of a longstanding community vision. The financial and timing aspects of the project were established in January of 2016 between the Council and Brinkman; the project team is now working with a high level of urgency in order to meet various development parameters. City staff has worked closely with the Brinkman team to move the design to fruition. Staff believes that all key issues have been resolved and recommends approval of the submitted plans.

I. VICINITY MAP/AERIAL PHOTOGRAPHS



(The Foundry Site)



(View: Looking south from E. Third Street – Prior to Site Demolition)



(View: Looking north from Irrigation Ditch along E. First Street – Prior to Site Demolition)

II. PROJECT DESCRIPTION

The SDP is the fundamental application guiding the overall mixed-use redevelopment plan for the Foundry. The project itself is a \$75 million redevelopment in the core of downtown Loveland and is the focal point of the City's downtown redevelopment plans since 2009. In addition, it is a public/private partnership between the City of Loveland and Brinkman Partners.

The Foundry represents a great reinvestment to Loveland and its downtown. The redevelopment does create a catalyst for the south end – adding a destination to downtown that could draw regionally or beyond. This is also the single largest redevelopment in downtown Loveland that the City has ever considered. As an entrance or exit (depending on which way you are traveling), the magnitude of this project will present a visual attraction that incorporates elements from downtown but creates its own unique place. A key component of the project has been to provide more parking for downtown in the form of a multi-level parking garage. Uses including mixed-use, theater, and hotel have taken shape around creating this vision.

The Project is consistent with the City's approved Downtown Strategic Plan, specifically:

Goal 1 - Maintain and enhance the economic vitality of Downtown through private/public partnerships.

Goal 2 – Identify funding gaps to project development and structure tools to fill the gaps and achieve development.

And;

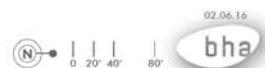
Goal 4 – Identify strategic catalyst projects that will significantly improve the economic conditions in downtown.

The Downtown Vision Book, approved by Council in 2010, envisioned this project and was the first to coin the term "South Catalyst." The Vision Book was the basis for the original RFP for the developer, which led to the "North Catalyst" project ("Gallery Flats") as well as the South Catalyst, now Foundry Project.

As outlined in Section 18.24.050.B of the Loveland Municipal Code, the Planning Commission shall review the SDP and issue a decision based on specific findings that would approve, approve with conditions, or deny the project as presented. Decision of the Planning Commission is final. This decision may however be appealed as specified in Section 18.80.050 of the Loveland Municipal Code. Time is of the essence with respect to consideration on the Foundry, especially this first phase. City Council approved a Disposition and Redevelopment Agreement in December 2016, which identifies, among many other items, timing on consideration of entitlements for the project. As a result, any delays to this first phase of development could be critical. It is important to recognize that more details will be provided to the Planning Commission as the project progresses. This will allow further opportunities to participate as well as identify any matters needing attention.



THE FOUNDRY



The SDP application covers the first phase of the Foundry Project, which consists of a 460+/- space multi-story parking garage, a 98,000 square foot mixed-use building along N. Cleveland Avenue, a 58,000 square foot mixed-use building along N. Lincoln Avenue, and a central plaza. Remaining project components include a 5-screen 625-seat movie theater and a 108-room hotel, which are still in the design phase and will be presented to the Planning Commission at a future date. The project site is approximately 4 acres in size located in the heart of downtown between Backstage Alley and E. 1st Street and N. Lincoln Avenue and Cleveland Avenue. In order to visualize the magnitude and scope of this project, please see the following link: (<https://vimeo.com/183515325>). (Please note the video *does not* depict the final facades or building designs. It only illustrates the project mass and general building locations.) The overall intent with this first phase is to obtain land use approval relative to compliance with the Be zoning district for the following components:

Parking Garage

The parking garage is a facility that will serve all of downtown. It is located within the project site at the northwest corner of N. Lincoln Avenue and E. Second Street. The parking garage is however not exclusive to the Foundry. The City will



① VIEW FROM SOUTHWEST



② VIEW FROM SOUTHEAST



③ VIEW FROM NORTHEAST



④ VIEW FROM NORTHWEST

KEY PLAN

own and maintain the parking garage, offering additional public parking that is open to public use. Due to the relationship with the Foundry, a certain number of parking spaces within the parking garage will be reserved for the residential dwellings in the two mixed-used buildings. The only ingress/egress to the parking garage is located along the north side of E. Second Street. Five levels of parking (including the top deck) would be provided (above ground) – roughly 60 feet in height. Below ground parking is also

included, extending underneath the southern portion of the Cleveland Mixed-Use building. North end of the parking garage will include a small office for City of Loveland Police presence along with public restrooms.



① VIEW FROM SOUTHWEST



② VIEW FROM SOUTHEAST



③ VIEW FROM NORTHEAST



④ VIEW FROM NORTHWEST

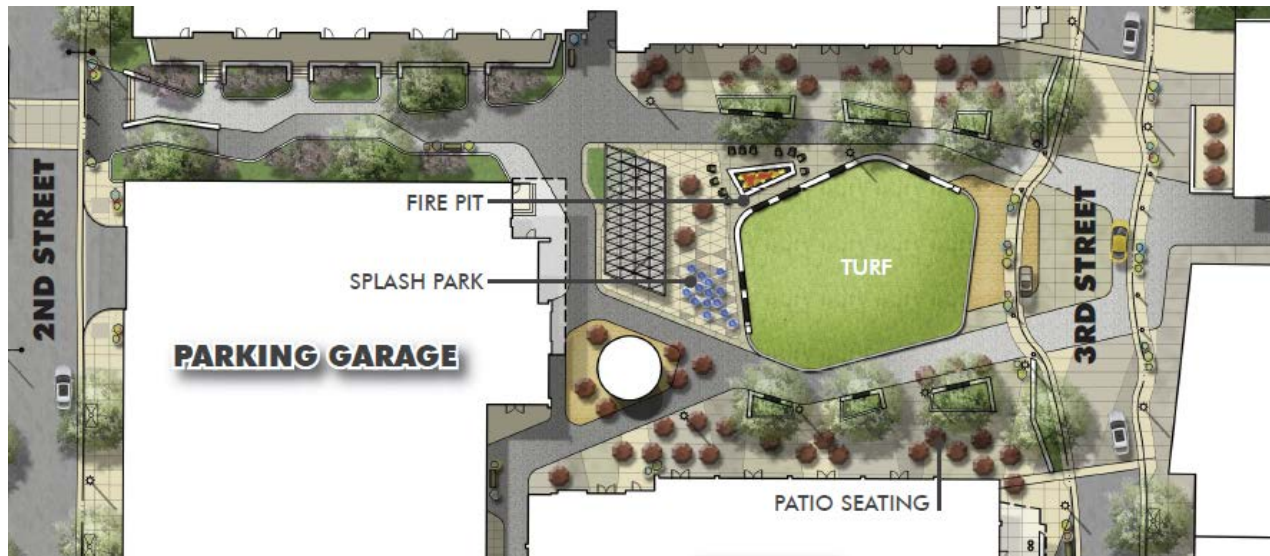
KEY PLAN

adding more depth as well as potentially hanging large advertising banners. There is also the possibility of incorporating a large video screen on the north elevation – directed into the central plaza. This supplemental treatment of the parking garage is desired but still to be determined, as the budget will allow.

The second perspective shown (left) incorporates additional brick along the pedestrian pathways, steel framework to house perforated metal screens

Central Plaza

The central plaza serves as a focal point in which the overall development surrounds. It incorporates the majority of open space to the project that is approximately 1 acre. The central plaza would function as an amenity to the project but also serve as a venue for special events occurring downtown. It will include



public access – open to all visitors in downtown. Component pieces within the plaza include the Little Man Ice Cream, pavilion, fire pit, splash pad, seating areas, open turf, decorative lighting, and planters. The central plaza also feeds internal walkways that extend to all areas of the development and onto public sidewalks connecting downtown.

Mixed-Use Buildings (Cleveland and Lincoln)

The Cleveland Mixed-Use building is the largest mixed-use building of the two. It is 5-stories roughly 66 feet in height, spanning approximately 300 feet in length. The southern half of the building would be constructed over a portion of the



① VIEW FROM NORTHWEST



② VIEW FROM SOUTHWEST



③ VIEW FROM SOUTHEAST



④ VIEW FROM NORTHEAST

KEY PLAN



underground parking associated with the parking garage. The ground floor would include a variety of commercial uses (approximately 7,400 square feet) along the north half and residential along the southern

half. Each component piece along the ground floor would incorporate elevated patio spaces for outdoor eating establishments and extension of living space for the residential units.

The Lincoln Mixed-Use building is the smaller of the two. In terms of height, it is identical to the Cleveland Mixed-Use building.

However, the length extends a much shorter span of 160 feet when compared to the Cleveland Mixed-Use Building. All of the ground floor would be devoted to commercial uses

(approximately 3,300 square

feet) with outdoor patio space primarily at the north end of the building wrapping around into the central plaza space.



All of the upper floors to both mixed-use buildings include residential dwellings (155 total units – approximately 146,000 total square feet). These units will be a combination of 1, 2, and 3 bedroom apartment units. Design of the buildings are intended to mimic one another in terms of exterior materials (i.e. brick, ground face concrete block, colored cement panels, decorative stucco and decorative metal panels). Orientation of these buildings provide a significant influence on the streetscape along both N. Lincoln Avenue and N. Cleveland Avenue as well as defining the internal space for the central plaza.

Remaining Components

This SDP (see **Attachment 6**) is an initial or first phase to the overall Foundry redevelopment. Details of the parking garage, central plaza, and all street improvements are provided, however there are some exceptions:

- **Parking Garage:** Final detailing of the parking garage have not been fully provided. The applicant and the City are investigating features to enhance the building. Consideration will be going through the Arts Commission to make this determination. Ideas such as large banners (that could include advertising) hanging and/or projecting from the façade are possible examples.



- **Amenities/Street Furniture:** Specific materials, colors, building/structure designs for the amenities/street furniture including but not limited to railings, benches, bicycle racks, planters, tree grates, fire pit, splash pad, shade structure, decorative lighting, and the *Little Man Ice Cream* have not been finalized. The expectation is that once these are finalized, Planning Commission will have the opportunity to review the site amenity package in relation to *Destination Downtown: HIP Streets Master Plan* (see **Attachment 4**). This plan is in the initial process of being updated and is anticipated take elements from the Foundry relative to street furniture.
- **Specific Colors Palate for Ground Surfaces:** All pavement colors including concrete, brick pavers, patios, etc. are not included. This however is not required in conjunction with Chapter 18.24 but will influence the City's efforts in updating *Destination Downtown: HIP Streets Master Plan*. These elements are anticipated with the site amenity package as well.

The Foundry scope also includes additional phases of development such as a movie theater, hotel, improvements to Backstage Alley, and extension of pedestrian walkway (paseo) between Backstage Alley and E. Third Street (north/south) AND the movie theater and *Crow Hop* (east/west) that the Planning Commission will review at a later time. These areas are better illustrated through a re-platting of the property (see **Attachment 6**). (The Loveland Eleventh Subdivision is being reviewed in conjunction with the SDP. The process for obtaining approval is at a staff level. However, any approval of this re-plat would be subject to Planning Commission approval of the SDP.) As these component pieces are integral to the overall project, City staff is recommending the Planning Commission be given the opportunity to review/approve, regardless of whether or not the criteria for review/approval are met as outlined in Section 18.24.050.A.

Other Key Project Considerations

Parking:

The overall Foundry site (as reflected in **Attachment 6**) is located within General Improvement District #1 (GID) which will contribute to the assessments collected for maintaining/upgrading public parking and

pedestrian facilities downtown. This project represents a big contribution to the GID due to the size of redevelopment and inclusion of the parking garage. As specified in 18.24.060.B, off-street parking is not required for non-residential or mixed-use developments located in the GID. And while parking is not a component to Planning Commission's consideration on the SDP, it is important to understand the relationship of the Foundry to the parking garage and its effects on downtown as a whole.

Walker Parking Consultants prepared a parking study in June 2016 with an update in December 2016 (see **Attachment 4**). This study is based on an overall shared-parking demand analysis that modeled aggregate, peak, and shared parking for all uses on the site. The model is specific enough to provide a breakdown of parking demand generated by different user groups, weekday versus weekend demand patterns, and the fluctuations in this demand at different times of the year. The analysis concludes that on average, the parking demand for the Foundry would never exceed the amount of parking spaces in the parking garage. Moreover, the parking garage would always have available public space for downtown visitors as a whole – not just the Foundry. This is important to note because the parking garage (and lot it sits on) will be owned and maintained by the City, offering public parking for all of downtown.

Adequate Community Facilities (ACF):

The purpose of ACF is to ensure that community facilities needed to support new development meet or exceed the adopted level of service established by the City. Section 16.41.020 requires all non-residential and/or residential (containing more than 12 dwelling units) site plans to conform to ACF. The DRT has evaluated ACF throughout review of the Foundry with the following analysis:

16.41.100 Fire Protection and Emergency Rescue Services

Loveland Fire Authority – Adequate fire protection services are currently in place. To ensure that fire protection and emergency rescue services remain in place during construction, a development agreement is being prepared. Additionally, Loveland Fire Authority has been working with the applicant's construction team in establishing proper access during construction in the event of any emergency. All fire protection standards for the City of Loveland are being met as referenced in Appendix A – Table 2.3 of Chapter 16.41 of the Loveland Municipal Code.

16.41.110 Transportation Facilities

Transportation Development Review - Staff believes that this finding can be met, due to the following:

1. A Traffic Impact Study (TIS), prepared by Sean Kellar, P.E., PTOE, has been submitted with The Foundry Site Development Plan which demonstrates that the existing transportation system, can adequately serve the proposal.
2. Access to the development will be provided by the existing downtown street network with new driveway access to a parking garage located on Second Street.
3. The TIS has demonstrated that the operation of Cleveland Avenue, Lincoln Avenue, Second Street and Third Street will meet City standards.
4. The TIS shows the need for a west-bound right turn lane on First Street at Lincoln Avenue for the proposed development.
5. The proposed development is estimated to generate approximately 2,244 daily trips, 211 weekday AM peak hour trips, and 289 weekday PM peak hour trips and 349 Saturday peak hour trips.

In conclusion, the development of the subject property pursuant to any of the uses permitted by right under the zoning district will not adversely impact any existing City infrastructure. A positive determination of adequacy for transportation facilities for the proposed application has been made under the provisions above.

16.41.120 and 16.41.130 Water Facilities and Services AND Wastewater Facilities and Services

Water/Wastewater - This development is situated within the City's current service area for both water and wastewater. Previous buildings within the development area received water and wastewater services from the City. Significant water and wastewater infrastructure upgrades will occur prior to building construction to provide water main capacity and relocate the existing wastewater main.

The Department finds that the Development will be compliant to ACF for the following reason:

1. Water and wastewater facilities and services meet or exceed the applicable ACF criteria.

16.41.140 Stormwater Facilities

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

1. Original development within downtown Loveland was constructed long before Storm Drainage Criteria was developed. As such, the original drainage system in downtown Loveland was deemed inadequate within the City of Loveland Master Drainage Plan. The Loveland Stormwater Utility has since constructed all of the identified storm drainage master planned improvements within downtown Loveland.
2. When constructed, the development will not negatively affect the existing City storm drainage infrastructure and will comply with the Adequate Community Services ordinance outlined in the Loveland Municipal Code, Section 16.41.140 the best it can given the downtown Loveland parameters of which we have to work with.

16.41.150 Power

Power – This development is situated within the City's current service area for power. Previous buildings within the development area received power service from the City. Power infrastructure upgrades will occur prior to building construction to provide City power services to the new development. The Power Division finds that the development will comply with Adequate Community Facilities for the following reasons:

1. The proposed development will not negatively affect City power facilities.
2. The proposed public facilities and services are adequate and consistent with the City's utility planning and provides for efficient and cost-effective delivery of City power service.

In summary, adequate infrastructure is in place to accommodate the development along with changes that will create greater levels of service compared to what is currently in place. For example, the inclusion of a right turn lane at the intersection of N. Lincoln Avenue and E. First Street will create greater efficiency in vehicular movements. Additionally, improvements to the original drainage system in downtown will no longer have a negative impact to the City's storm drainage infrastructure. From an infrastructure perspective, the Foundry will add to improving downtown as a whole.

III. ATTACHMENTS

1. Project Charter/Scope of Work – Participants, Schedule, Site Illustration

2. *Destination Downtown: HIP Streets Master Plan* Excerpts
3. Parking Study Excerpts (for reference only)
4. Traffic Impact Study Excerpts
5. Loveland Eleventh Subdivision (for reference only)
6. Foundry Site Development Plan

IV. SITE DATA

ACREAGE OF SITE	+/- 4.0 ACRES
EXISTING ZONING	BE – CENTRAL BUSINESS DISTRICT
MASTER PLAN DESIGNATION	DAC – DOWNTOWN ACTIVITY CENTER
EXISTING USE	VACANT/UNDEVELOPED
PROPOSED USE.....	MIXED-USE DEVELOPMENT (FOUNDRY)
ACREAGE OF OPEN SPACE PROPOSED	N/A
EXISTING ADJACENT ZONING AND USE - NORTH.....	BE – CENTRAL BUSINESS DISTRICT – VARIOUS COMMERCIAL USES
EXISTING ADJACENT ZONING AND USE - EAST	BE – CENTRAL BUSINESS DISTRICT – VARIOUS COMMERCIAL USES
EXISTING ADJACENT ZONING AND USE - SOUTH	BE – CENTRAL BUSINESS DISTRICT – VARIOUS COMMERCIAL USES
EXISTING ADJACENT ZONING AND USE - WEST	BE – DEVELOPING BUSINESS – VARIOUS COMMERCIAL USES AND RESIDENTIAL USES
UTILITY SERVICE PROVIDER - SEWER	CITY OF LOVELAND
UTILITY SERVICE PROVIDER - ELECTRIC.....	CITY OF LOVELAND
UTILITY SERVICE PROVIDER - WATER	CITY OF LOVELAND
WATER RIGHTS PAID	NO WATER RIGHTS DUE

V. KEY ISSUES

A significant amount of coordination and initial planning was conducted with this project. Weekly meetings were held with the DRT and Brinkman Partners between October 6, 2016 and December 22, 2016, prior to any development application review. Formal applications were submitted at the beginning of January 2017 which began another series of bi-weekly meetings with the DRT and Brinkman Partners over the course of almost 3 months. This commitment to the project has been extremely valuable in addressing key issues ahead of time and finding solutions. Significant issues were uncovered that included:

- Complications with respect to location of existing fiber in N. Cleveland Avenue that needs to be re-routed;
- Construction of a right-turn lane at the intersection of E. First Street and N. Lincoln Avenue;
- CDOT approval on lane configurations in N. Lincoln Avenue and N. Cleveland Avenue;
- Re-routing sewer main;
- Transformer locations, and;
- Re-routing of external service provider lines (i.e. Century Link and Comcast)

VI. BACKGROUND

The Loveland Original Town Addition is the oldest part of the City, annexed in 1877. The addition includes properties between E. Ninth Street and E. First Street (north and south) and N. Lincoln Avenue and N. Garfield Avenue (east and west). Most of the properties are within the Be zoning district. There are also some commercial and high-density residential properties up near E. Ninth Street.

The City went through an extensive environmental, demolition, and abatement process over the course of many months before getting to the point of preparing the SDP with Brinkman Partners. A lot went into this process involving a number of City staff and outside consultation to better understand the nature of the property and deliver a buildable site for the Foundry.

In January 2016, City Council selected Brinkman Partners (“Developer”) as the preferred developer following a competitive bid process. Throughout 2016, the City engaged in negotiation with the Brinkman Partners on the project. As negotiations progressed, the developer engaged the DRT, starting the process of developing the SDP. At that point, the Developer renamed the project, the Foundry from its previous name of South Catalyst.

The DRT along with Brinkman Partners began a series of in-depth weekly design review meetings from October 6, 2016 to December 22, 2016 (11 weeks) before submittal of any formal development applications for review. The purpose was for the creation of a project charter. With a project of this size and scope, it was extremely important to identify all the participants, their roles, and open up all lines of communication. A project schedule was developed and agreed to between the DRT and Brinkman Partners – setting clear expectations and identifying key milestones/deliverables. And WE created the framework – allowing for a less complication and more efficiency during an aggressive review schedule. An incredible amount of coordination in terms of infrastructure, bringing external agencies to the table (CDOT, Comcast, Century Link, Xcel Energy), and design solutions resulted from these initial meetings. The value of this approach was extremely beneficial to the project. Everyone involved from the DRT to the Brinkman Team members, a huge amount of initial time and effort was put forth. It demonstrates the collaboration and quality of work presented. The behind the scenes work is not always brought forward. However, with The Foundry it was critical to the success of the project - worthy of recognition.

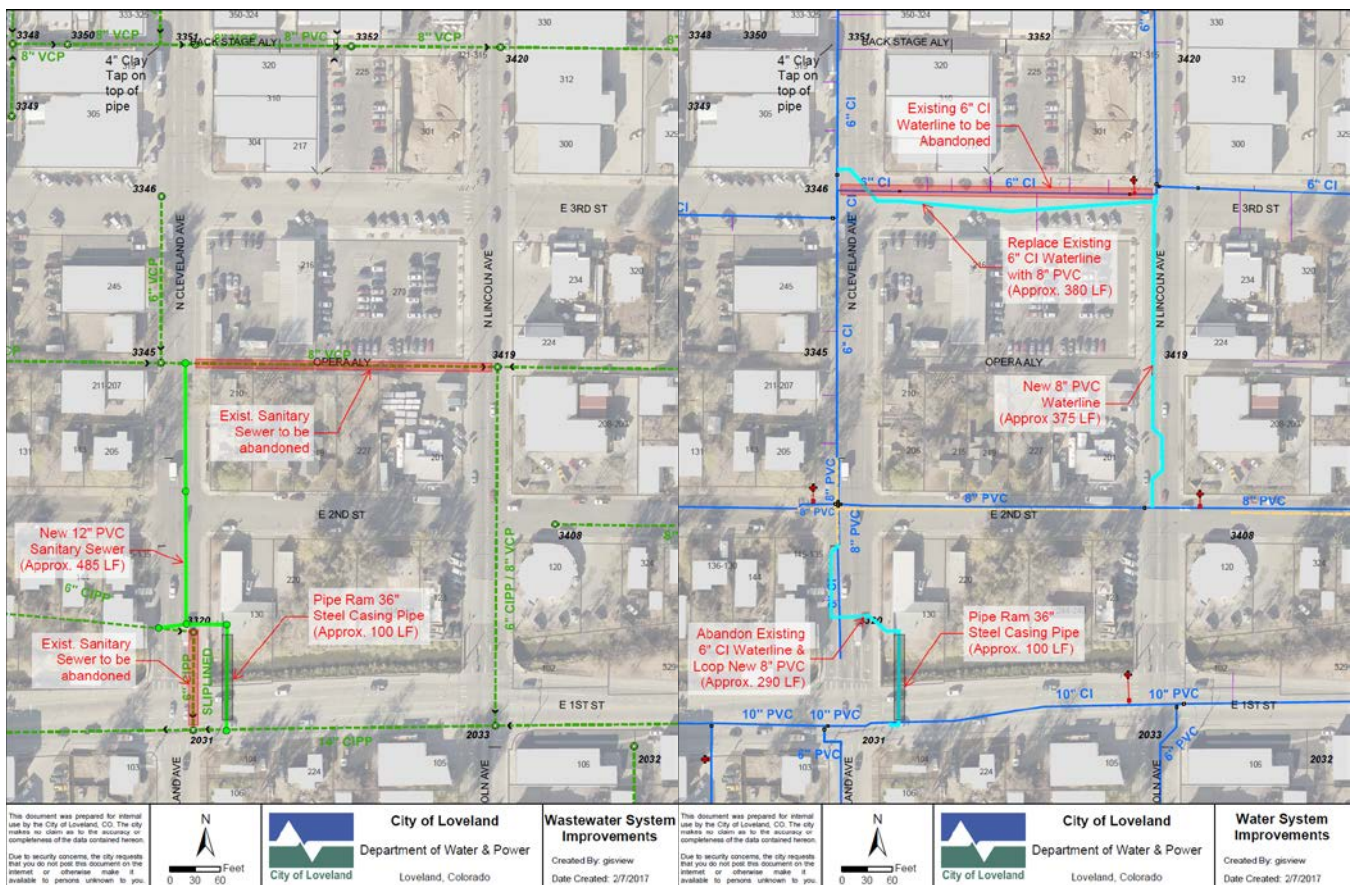
Prior action by the Planning Commission related to this project included consideration on vacating both Opera Alley and portions of E. Third Street. The SDP extends buildings across Opera Alley and redesigns E. Third Street to become more pedestrian focused for integration into the adjacent central plaza space. City Council heard this matter at a public hearing on March 7, 2017, approving the vacation unanimously. Final reading of the vacation ordinance will take place on March 21, 2017.

In connection with vacating Opera Alley, the City will be decommissioning overhead power lines and removing the utility poles. This work is not subject to the vacation approval because the City’s power is only a radial line that was serving former buildings on both sides of the alley. By removing the power line and poles, there would be no impacts to surrounding properties from a power standpoint. The City owns the poles whereas Comcast and Century Link were given permission to use the poles. With removal of the poles, these service providers will re-route their services.

The City has initiated a Capital Improvement Project to provide improvements to aging infrastructure and help support redevelopment of downtown Loveland. This work includes the replacement of aging water lines and both water and sewer lines being increased in size to facilitate the service requirements of the general area. Additionally, more connections to the existing water distribution system will be installed to

provide adequate fire protection and ensure reliable water service. The following is a specific outline of improvement being made:

- Install approximately 600 feet of 8 inch PVC waterline in N. Cleveland Avenue and N. Lincoln Avenue;
- Replace 380 feet of existing 6 inch cast iron water line with 8 inch PVC water line in E. Third Street from N. Cleveland Avenue to N. Lincoln Avenue;
- Install 12-inch gravity sewer main from Opera Alley (to be vacated) between E. Third Street and East Second Street to a connection point in E. First Street
- Install two 100-foot guided pipe ram crossings under the Greeley Loveland Irrigation Company ditch with a 36 inch steel casing (one will accommodate both water and sewer lines and the second casing pipe will accommodate an electrical duct bank);
- Connect the existing water services to the 8 inch PVC waterline;
- Connect the existing sanitary sewer system, and;
- Connect the traffic control, asphalt patching, and other restoration



While this work contributes to the Foundry development, it is separate in terms of land use approval. This work is anticipated to begin on Monday, March 6, 2017. City staff has informed Planning Commission as to this work and that it is not a part of the Foundry construction by the developer.

VII. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION

A. Notification

Troy Bliss with the City of Loveland provided an affidavit, certifying that proper notice as provided which included signs posted in prominent locations and written notice mailed to all surface owners within 300 feet of the site on February 24, 2017. Additionally, notice was published in the Reporter Herald on February 25, 2017. All notices stated that the Planning Commission will hold a public hearing on March 13, 2017.

B. Neighborhood Interaction/Response

A neighborhood meeting is not required in conjunction with an application. However, from a neighborhood and surrounding property owner perspective, a lot of outreach has been done with the Foundry project as a whole. This has included information being conveyed through City newsletters/press releases, the Loveland Downtown Development Authority (LDDA), speaking with surrounding business owners, and sharing the proposal during downtown events. Information obtained suggests a strong support to the project. Many citizens are encouraged to see redevelopment of this magnitude in downtown. The most recent outreach efforts were during the Fire and Ice event on February 10, 11, and 12, 2017.



(July 2016 Public Meeting at LDDA Office)

VIII. FINDINGS AND ANALYSIS

In approving a SDP application, the Planning Commission must determine that the findings outlined in this section have been met (Title 18, Chapter 18.24, Section 18.24.050.B). The following information provided includes the code citation/requirements (findings) identified in ***bold italic*** and the responses (analysis) underneath:

- 1. The proposed development complies with the standards of this chapter and any other applicable provisions of the Loveland Municipal Code.***

18.24.060 Standards Applying to Entire BE Zoning District

18.24.060.A. Building Height:

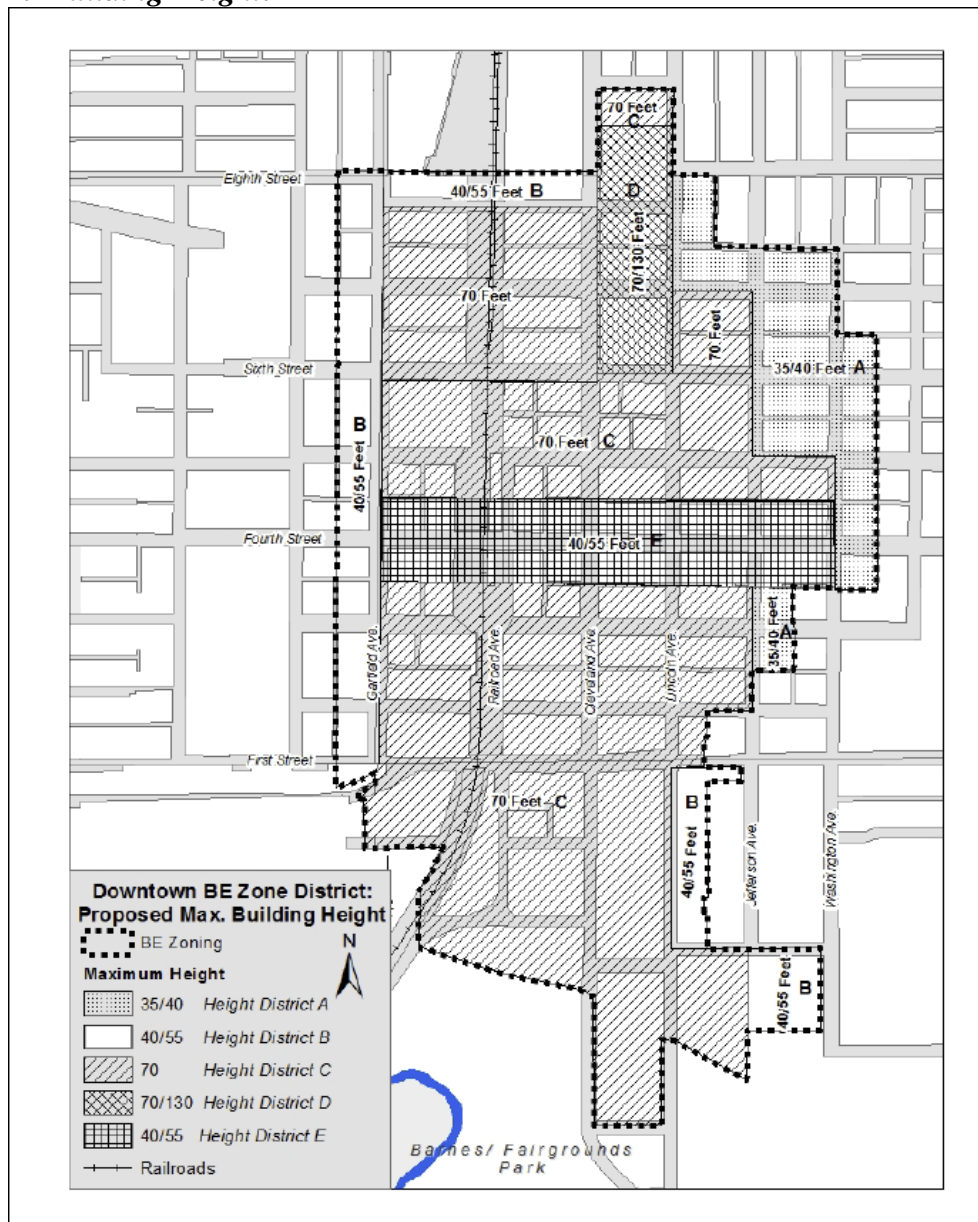


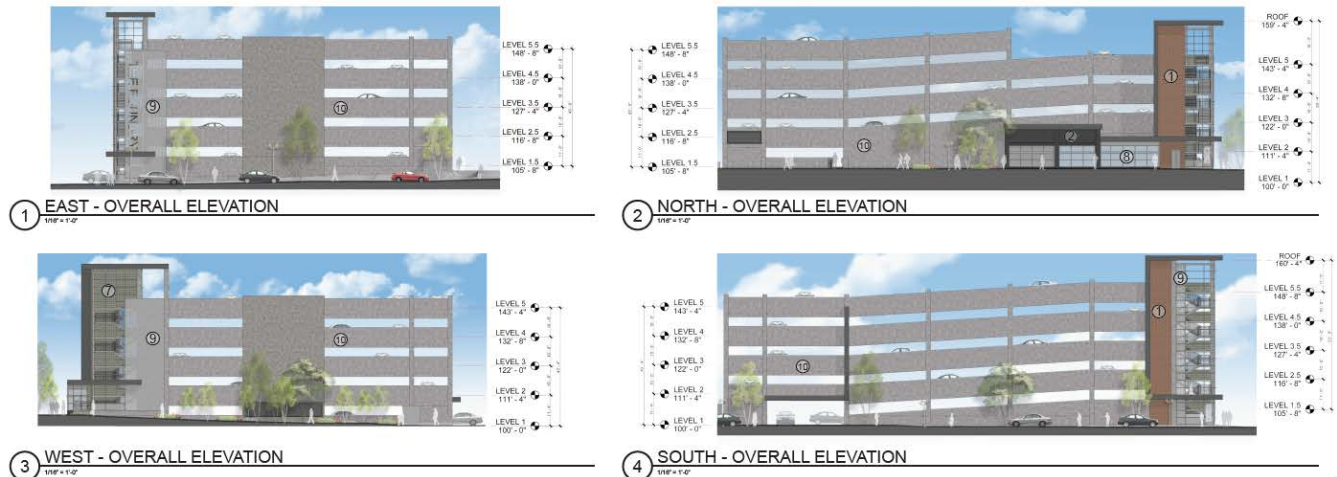
Figure 18.24.060-1: Downtown Area Height Limits

The Foundry site is located in Height District C as depicted in Figure 18.24.060-1. All building heights are less than 70 feet in height. The tallest buildings include both mixed-use buildings which are a little under 66 feet in height.

18.24.060.B. Off Street Parking:

The Foundry site is located in the GID. No off-street parking is required for non-residential and mixed-use development. Please refer to Section I. (above) for information regarding parking.

18.24.060.C. Parking Garages:



The proposed parking garage has been designed based upon direction given by City Council such that there is a set amount of funding that shall be applied to the garage. The exterior building elevations are compatible with architecture found in downtown in terms of style, mass, material, height, and other exterior elements by incorporating brick, stucco, and structural concrete. This complies with Section 18.24.060.C.1.

Parking garages in downtown are to include a minimum of 3 elements from the following list:

- window/door openings on at least 25% of the ground floor;
- awnings;
- sill details;
- columns, and;
- recessed horizontal panels (or similar features) at the street level

The parking garage varies from this provision because of the inability to incur additional cost (as directed by City Council) and that additional details are yet to be determined with respect to art that will be applied in the future. In response to this criteria (18.24.060.C.2), the following 3 elements are identified:

- the parking garage adds windows/door openings over more than 25% of the north elevations facing into the central plaza and incorporates such treatments at all corner tower elements that would make up the percentage if the vertical elements were converted to a horizontal application;
- awnings are included at all corner tower elements, and;
- the inclusion of horizontal panels (i.e. large draped banners) are a possibility, especially along the south and east elevations

Commercial uses along N. Lincoln Avenue (the primary pedestrian street) were explored but there was not enough market demand and the desire to maximize the amount of parking. In response to this criteria (18.24.060.C3) to promote better pedestrian activity, the width of the sidewalk was increased to 15 feet between parking garage and edge of curb. Canopy street trees and differing surface treatments will add to the pedestrian experience.

Entrance/exit to the parking garage is provided from E. Second Street. This was done to avoid direct ingress/egress onto a State Highway (N. Lincoln Avenue) and from a less congested non-primary pedestrian street to minimize pedestrian/auto conflicts. The applicant and City are exploring potential adjustments to the parking garage (as illustrated below) but will be dependent on budget constraints.



18.24.060.D. Signs:

Signs have not been developed yet but will be designed to comply with all applicable City standards.

18.24.060.E. Illumination:

A photometric plan is included with the SDP demonstrating compliance with the City's outdoor lighting standards. All functional lighting and exterior to the site is designed to include full cut-off luminaires. While illustrated in the photometric plan, decorative lighting intended to provide ambiance (internal to the site along walkways and within the central plaza) is not evaluated under the City's outdoor lighting standards for being full cut-off.

18.24.060.F. Outdoor Eating Areas:

All areas along N. Lincoln Avenue, N. Cleveland Avenue and E. Third Street anticipated to include outdoor seating for eating areas will be elevated and distinguishable from the general pedestrian path. These areas will not create inadequate clear space affecting pedestrian movement. All areas will be defined by appropriate enclosures and properly maintained by the business owners.

18.24.060.G. Outdoor Storage:

No outdoor storage is proposed with this project. All service areas including trash/recycling/laundry/etc. are designed to be incorporated within each mixed-use building completely screened from view.

18.24.060.H. Outdoor Display:

No outdoor display is proposed with this project except during special events which require separate permit approvals.

18.24.060.I. Alley Levels of Service:

No alleys are being affected with the exception of Opera Alley being vacated in conjunction with this project.

18.24.060.J. Civic Structures:

The parking garage is the only civic structure associated with this project. Details are provided in 18.24.060.C. (above).

18.24.080 General and Core Character Areas Urban Design Standards:

18.24.080.C Primary Pedestrian Streets:

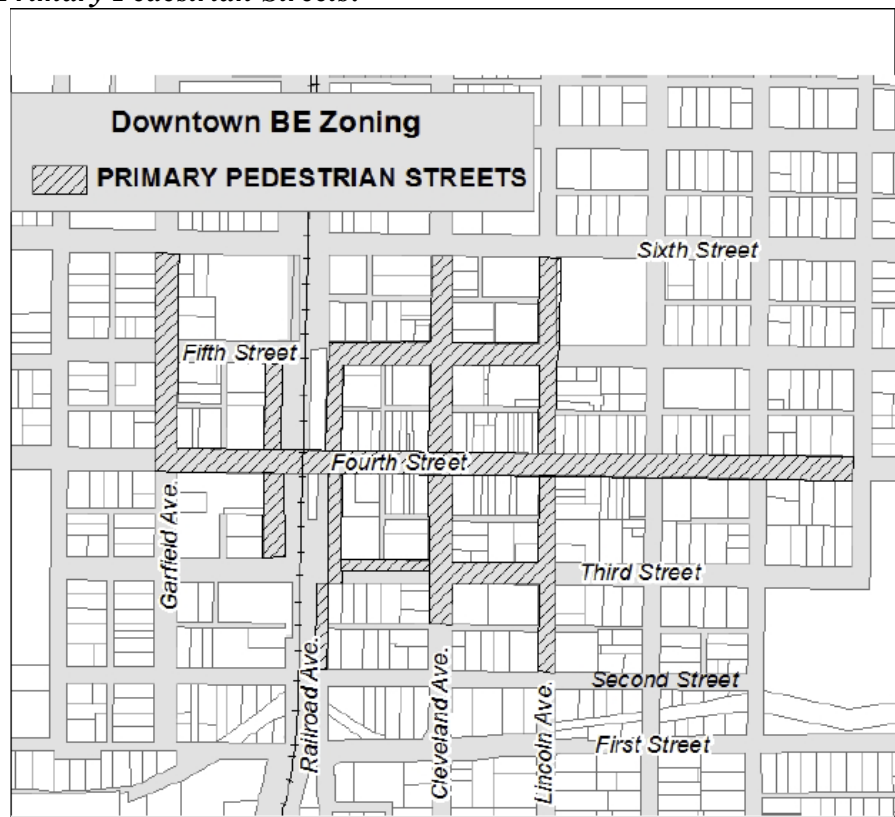


Figure 18.24.080-1: primary pedestrian streets

The primary pedestrian streets associated with this project include N. Lincoln Avenue (from Backstage Alley to E. Second Street), N. Cleveland Avenue (From Backstage Alley to Opera Alley), and E. Third Street (between N. Lincoln Avenue and N. Cleveland Avenue) as depicted in Figure 18.24.080-1.

18.24.080.D-F. Primary and Secondary Elevations and Lot Frontage:



(Lincoln Mixed-Use Building)



(Cleveland Mixed-Use Building)

Both mixed-use buildings have frontages on two primary pedestrian streets. In such instances, on particular façade shall be designed as primary lot frontage. The design of the buildings lends itself to designating both N. Lincoln Avenue and N. Cleveland Avenue as the respective primary lot frontage. As such, the following requirements apply:

- Primary lot frontage minimum building setback from building façade to face of curb is 15 feet;
- Primary lot frontage maximum building setback from building façade to face of curb is 25 feet; and;

- South side of E. Third Street minimum building setback from building façade to face of curb is 17 feet;

The Lincoln Mixed-Use building provides over an 18-foot setback from building façade to face of curb for the majority of the building frontage (the exception being a necessary loading/unloading area). The Cleveland Mixed-Use building provides varying setbacks from building facades to faces of curb between 17 and 25 feet (the necessary loading/unloading area does not influence these dimensions). Both mixed-use buildings are setback greater than 17 feet from building façade to face of curb along the north ends fronting the south side of E. Third Street, keeping in mind that the ground floor façade is recessed. This was intentional to comply with the standard so that a cantilever could be created for the upper floors to accommodate the needed residential space. The parking garage (referenced under 18.24.060.C. above) provides for the minimum setback of 15 feet from building façade to face of curb. Site design for the Foundry focuses heavily on the primary pedestrian streets in terms of creating adequate clear space for pedestrian movement – especially when considering the inclusion of elevated patio spaces. The street level walk (where there are no elevation changes) maintains a wide path along all street frontages. Amenities such as street canopy streets, street furniture, outdoor seating areas, and decorative lighting will all add to the pedestrian experience creating a pleasant and safe walkable development around the perimeters – especially along a State Highway.

18.24.080.G. Architectural Features

The following architectural standards are applicable to the Core Character Area in the Be zoning district:

- Building shall incorporate a combination of features including columns, pilasters, window dormers, bay windows, corbels, balconies, porches, or other similar architectural features that add interest;
- Elevations facing public streets and plazas shall contain a cornice parapet, capstone finish, eaves, projecting at least 12 inches, or other roof features;
- All rooftop mechanical equipment shall be screened from public streets;
- Each building fronting a public street shall have at least one primary entrance – placed on the primary pedestrian street;
- Windows/doors shall comprise at least 40% of the ground floors and 15% on all upper floors facing N. Lincoln Avenue, N. Cleveland Avenue, and E. Third Street. The southern half of the Cleveland Mixed-Use building shall include window/doors on at least 20% facing N. Cleveland Avenue;
- No wall facing a public street shall extend more than 20 feet (horizontally) without a window or other opening;
- Facades shall include recesses or projections and quality materials that reinforce the pedestrian character of the downtown (i.e. brick, textured and/or ground face concrete block, textured architectural precast panels, masonry, natural/synthetic stone, exterior insulation finishing systems, stucco, and similar high quality materials), and;
- Facades in the core character area are not required to mimic historical architecture – however should be compatible in scale, rhythm, materials, and mass

The mixed-use buildings designed for the Foundry include corbels, balconies, porches, varied recesses/projections, raised parapets, cantilevers, canopies, etc. The buildings incorporate these elements along all facades – especially placing a lot of emphasis towards the public street and plaza. Each building includes a primary entrance along both N. Lincoln Avenue and N. Cleveland Avenue. A significant amount of glazing is used on the ground and upper floors of the building – well beyond the percentages required (i.e. roughly 75% on the ground floors and 50% on the upper

floors). Building perspectives are included in the SDP illustrating the amount of recesses/projections that can be seen with the entrances, patios, and balconies for example. The materials selected for the mixed-use buildings pull from those use throughout downtown such as brick, cement panels, ground face concrete block, stucco, and decorative metal panels. (The use of metal is intended to be limited to an accent material (25% or less of any one façade). The north ends of the mixed-use building incorporate decorative metal panels on the entire façade. This is a philosophical design to the building – creating end caps that function as a vice (especially with the cantilevers) pulling the buildings together. It is the same type of treatment used on the south side of the Rialto Bridge building and would be less than 25% if applied to the entire building facades. This is seen as a benefit to the building designs whereas the Be zoning district provision is meant to discourage the use of metal that is of lower quality.) The mixed-use buildings are designed with a strong linear orientation found throughout downtown but not within any traditional historic context. They have a more modern feel, especially with the choice of colors, intended to represent the notion of a foundry. In terms of scale, rhythm, materials, and mass it is compatible with downtown as a whole but it will also create its own uniqueness that can be distinguished from downtown which is intentional with this development.

The parking garage is subject to specific architectural standards outlined in Section 18.24.060.C (above).

18.24.080.H and J. Open Space and Pedestrian Facilities:

A great benefit and significant amenity to the Foundry project is the inclusion of a central plaza. This provides a focal point of activity where a variety of events can occur. The entire site is designed around the plaza with internal pedestrian connections leading to all areas of the development and into downtown as a whole. All perimeter and internal walkways have been designed to maximize the pedestrian experience – creating wide adequate clear spaces.

18.24.080.K. Other Site Amenities:

The Foundry will have a variety of other site amenities that will be present in detail later. These include the *Little Man Ice Cream*, fire pit, splash pad, central turf, planters, decorative lighting, benches, outdoor eating areas, patios/balconies, and City of Loveland Police presence as examples. These amenities and others are very important to the project, adding to the overall design.

18.24.110 Landscaping

18.24.110.D. Street Trees:

The following street tree requirements apply to all of downtown:

- Street trees shall be provided along all street frontages;
- Street trees shall be planted on 35-foot centers, as feasible;
- Installation of street trees shall be a minimum of 10 feet in width with new sidewalk construction (can be reduced based on site constraints);
- Street trees shall be of a species considered canopy trees;
- A minimum horizontal clearance of 6 feet shall be maintained;
- Tree lawns shall be low growing and durable - no rock mulching permitted (not applicable);
- Existing mature street trees should be maintained, where feasible (not applicable), and;

- All existing healthy and mature trees shall be preserved and incorporated into the design (not applicable)

All streets abutting the Foundry will include street canopy trees installed in tree grates within the public sidewalks – maintaining clear zones greater than 6 feet. The installation of street trees includes tree grate areas that are 8 feet wide. Not only are there site constraints but the intent with the design is to maximize a solid hard surface for pedestrian movement. By reducing 2 feet, more solid hard surface is picked-up along the sidewalks, while still maintaining an appropriate industry standard for the health of the trees.

2. *The proposed development is consistent with the goals of the document, Destination Downtown: Heart Improvement Project Downtown Strategic Plan and Implementation Strategy.*

The goals of the Destination Downtown plan focus on three (3) general areas. Specific descriptions of these goals and ideas in which to achieve them are included in Attachment 2 from the Destination Downtown plan for reference. The following is a brief description of the goals and an analysis of the Foundry project in reference to each:

Incorporating sustainability through design, making downtown a destination area.

The Foundry is designed to respect and celebrate Loveland's history. Its focus towards art through celebrating the City's foundries and artists is the basis behind the project, which emphasizes the integration of art throughout downtown. The Foundry pulls together a mixture of residential/lodging and commercial uses around a central plaza – creating a true destination area for downtown. The project is seen as a continuation of downtown – not competing with other businesses but rather providing more opportunities to draw people downtown – adding to the sustainability of downtown.

Multi-modal street design that respects the safety for vehicles, pedestrians, and bicyclists.

The Foundry site fronts along primary pedestrian streets (N. Lincoln Avenue, N. Cleveland Avenue, and E. Third Street) as depicted in Section 18.24.080 of the Loveland Municipal Code for the Be zoning district. Primary pedestrian streets are intended to facilitate comfortable pedestrian circulation to multiple destinations throughout downtown. The improvements that will be made along these streets demonstrate compliance with a downtown standard for development/redevelopment specific to creating strong emphasis to pedestrian connectivity. Wider sidewalks are designed along these frontages, providing greater separation from the street to provide a safer more pleasant pedestrian experience.

Primary vehicle access (such as to the parking garage) is taken off of a secondary street (E. Second Street) to respect safety and provide greater ingress/egress for vehicles. The parking garage will serve as the primary vehicular access to both mixed-use buildings. Future uses such as the theater and hotel will also utilize the parking garage. However, vehicle drop-offs are anticipated along both E. Third Street and E. Second Street. Particularly with respect to E. Third Street, a reconfigured design was created to minimize pedestrian and vehicle impacts through the curvilinear street, changes in surface materials, lighting, etc. – placing more emphasis on pedestrians.

Focus on public spaces that offer a variety of uses for a variety of users.

A key component to the Foundry in terms of focus on public spaces is the central plaza with connecting walkways (paseos) extending to all edges of the development to access downtown.

The central plaza incorporates a variety of outdoor seating/eating areas along the ground floor of the mixed-use buildings, covered pavilion, benches, seating walls, etc. It is a great amenity to the project through the open space provided but also is anticipated to serve as a venue for a variety of special events in Loveland. The relationship of the central plaza to the parking garage is a key component, offering convenience in pulling people into downtown, especially when special events are occurring within the central plaza.

3. *The proposed development is compatible with surrounding properties while considering its location in an urban environment characterized by a diversity of uses and building types.*

The Foundry is structured around these criteria. This is a development that is specifically geared towards a downtown setting by means of building scale, use, pedestrian emphasis, and exterior open spaces. Additionally, this particular area within the Loveland Addition includes a diversity of uses, which the proposed project is compatible. This first phase of the Foundry includes predominately residential but a key component to sustaining downtown. The scale and choice of exterior building materials is also reflective to that of other buildings throughout downtown.

4. *Adequate infrastructure is available to serve the proposed development.*

As outlined in Section I. of this report (above), standards for ACF compliance are the criteria used by the City in demonstrating adequate infrastructure is available to serve the development. Review conducted by the DRT for the Foundry has resulted in all levels of service including fire protection/emergency rescue services, transportation facilities, water/wastewater facilities, stormwater facilities, and power to comply with Chapter 16.41 of the Loveland Municipal Code. It is important to note that in terms of compliance, infrastructure improvements will need to be constructed in conjunction with the development to comply with and/or improvement ACF.

IX. RECOMMENDED CONDITIONS

The following conditions are being recommended by the DRT for inclusion in a Development Agreement that will be recorded in conjunction with the Loveland Eleventh Subdivision. These conditions represent City/Developer obligations relative to public/private improvements.

Current Planning

1. Future Site Development Plans associated with a Hotel, Theater, or any permitted use within the Be - Established Central Business District located on Lot 1, Block 1 and Lot 2, Block 3 of the Loveland Eleventh Subdivision shall be subject to Section 18.24.050 of the Loveland Municipal Code such that public hearing(s) with the Planning Commission will be required, regardless of whether or not criteria numbers 1, 2, and 3 apply.
2. Streetscape improvements between building facade(s) and edge of curb/gutter along the south side of E. Second Street shall be designed/constructed in conjunction with development of a Hotel or any permitted use within the Be - Established Central Business District located on Lot 1, Block 1 of the Loveland Eleventh Subdivision.
3. All landscape and hardscape improvements located from the south edge of curb/gutter along E. Third Street and the north edge of curb/gutter along E. Second Street (north to south) AND the west edge of curb/gutter along N. Lincoln Avenue and the east edge of curb along N. Cleveland Avenue (east to west) shall be installed prior to or at the time of a Letter of Completion for either Lincoln or Cleveland Mixed-Use buildings as depicted on the approved Foundry Site Development Plan. Any landscape and/or

hardscape improvements not installed at such time shall require escrow as specified in Title 16 of the Loveland Municipal Code.

4. For purposes of considering permitted freestanding or wall mounted signs, the premise of the Foundry shall be defined as the boundaries of the Loveland Eleventh Subdivision. All signs shall conform to the current City of Loveland design requirements including Design Guidelines for Downtown Loveland and/or Destination Downtown: HIP Streets Master Plan in effect at the time sign permits are submitted to the City for review/approval.

5. Trash/recycling/laundry/etc. shall be collected in designated loading/unloading areas. All deliveries to commercial and residential uses shall be made from designated loading/unloading areas. And, all moving activities shall occur in designated loading/unloading areas. Loading/unloading areas are depicted on the approved Foundry Site Development Plan. Such activities are prohibited to occur in any other locations within the public rights-of-way without City approval.

6. All service areas contained within the Mixed-Use buildings along N. Lincoln Avenue and N. Cleveland Avenue shall remain closed at all times except for trash/recycling/laundry/etc. collections.

7. All roof-top mechanical units, ground level mechanical units, and meters/electrical panels/boxes/conduit/wiring/etc. located on building facades shall be fully screened from public view. At the time of Letters of Completion for any building/structure depicted on the approved Foundry Site Development Plan, inspections will be performed by the City to assure proper screening. If full screening is not provided, the City shall reserve the right to require retrofitting.

Transportation Development Review

1. All public improvements shall comply with the Larimer County Urban Area Street Standards (LCUASS).

2. The developer agrees to acquire and dedicate, at no cost to the City, any rights-of-way necessary for the required street improvements associated with this development.

3. Prior to approval of the Public Improvement Construction Plans (PICP's), A CDOT Access Permit must be obtained for the intersections on Cleveland Avenue and Lincoln Avenue adjacent to the development.

4. Prior to the issuance of any building permits within the Loveland Eleventh Subdivision, pursuant to the provisions in Section 16.40.010.B of the Loveland Municipal Code, the Developer shall design and construct the following public improvements unless already designed and constructed by others:

a) All public street improvements on North Lincoln Avenue, North Cleveland Avenue, East 2nd Street and East 3rd Street including roadway paving, curb & gutter, ramps and sidewalks as shown on the City approved Public Improvement Construction Plans titled The Foundry prepared by Interwest Consulting Group for the Loveland Eleventh Subdivision.

b) All final signing and striping as shown on the City approved Public Improvement Construction Plans titled The Foundry prepared by Interwest Consulting Group for the Loveland Eleventh Subdivision.

5. All improvements on East 3rd Street other than the standard asphalt pavement shall be maintained by

the same Metro District established to maintain the Central Plaza area for The Foundry. Curb, gutter and sidewalk maintenance is the responsibility of the adjacent property owner on all public streets per City Municipal Code

6. Prior to the issuance of a Certificate of Occupancy for any buildings within the Loveland Eleventh Subdivision with the exception of the parking garage structure on Second Street, the Westbound right turn lane on First Street at Lincoln Avenue must be constructed and accepted by the City for use by the public.

7. Prior to placement of any amenities within the Public Right-Of-Way for The Foundry, Loveland Eleventh Subdivision, the developer shall obtain a Revocable Encroachment Permit from the City Public Works Department. The Revocable Encroachment Permit allows special amenities such as furniture, railings, planter pots etc...to be placed within the right-of-way under special conditions of the permit.

8. City signed Site Development Plans (including any associated Public Improvement Construction Plans), or the issuance of building permits, does not allow any construction within public street or alley rights-of-way or pedestrian easements. A separate City Development Construction Permit or Street right-of-way (ROW) Work Permit must be obtained by the Developer and/or his Contractor at the City Project Engineering office (and approved by Project Engineering) prior to any repair or construction of sidewalk, curb and gutter, driveway accesses, or any other construction in City street or alley rights-of-way or pedestrian easements, (this includes all items proposed in rights-of-way such as utility street cuts, sidewalk ramps, construction staging proposed in street, landscaping, traffic control, etc.). (Call 970-962-2510 to discuss details to obtain a ROW Work Permit).

9. Prior to the commencement of any construction activity that will involve any existing or proposed street signs or traffic control devices for or within public street rights-of-way (ROW), the Developer and/or his Contractor shall contact the City Traffic Division at (970) 962-2535 to coordinate the removal, relocation, installation, and/or proper storing of the sign(s) or traffic control device(s) and obtain a ROW work permit from the City Public Works Engineering Division to do such work. However, if the Developer and/or his Contractor removes or relocates any existing street sign(s) or traffic control device(s) for or within the public ROW without first obtaining a ROW work permit from the City Public Works Division, then the contractor will be charged for the labor, materials, and equipment to reinstall the sign(s) or traffic control device(s) as deemed necessary by the City. The Developer and/or his Contractor will also be charged to replace any existing street signs or traffic control devices that were damaged or blemished during any construction activity as deemed necessary by the City. The Developer and/or his Contractor may also be subject to additional fines as per the Loveland Municipal Code.

10. All trees, shrubs, and other plant materials located within clear sight triangles shall be trimmed in accordance with the requirements of Section 7 of the Larimer County Urban Area Street Standards (LCUASS). Under current LCUASS requirements, trees shall be limbed to a height of not less than eight (8) feet and shrubs and other plant materials shall be maintained at a height of not more than thirty (30) inches, and said maintenance shall be conducted in perpetuity. Trees are also required to be kept limbed up a minimum of 8' above all street sidewalks.

Water/Wastewater

1. The Developer shall pave the disturbed sections of US Highway 287 (Lincoln and Cleveland Avenues) from East 3rd Street to East 1st Street using a pavement section approved by the Colorado Department of Transportation (CDOT). The paving shall be completed within 15 months of the Initial Acceptance of the utility work associated with "The Foundry Utility Improvements" project and all work shall be completed

to CDOT's satisfaction.



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The Foundry

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October 7, 2016

 MILESTONE, DELIVERABLE
  HEARING
  CITY TASK OR REVIEW
  HOLIDAYS



THE FOUNDRY

Destination Downtown: HIP Streets Master Plan

5 May 2009

 City of Loveland Public Works Department



NUSZER KOPATZ
urban design associates

PC ATTACHMENT 2

The LDT represents broad interests and expertise within the Loveland community and was established to develop recommendations for downtown priorities and to assist with implementing downtown programs. The LDT provided comments and input on all project elements throughout the process, including recommendation for approval of the project by City Council.

PROJECT STUDY AREA AND SCOPE

Two levels of detail have been identified as part of the study area — the area of influence and core study areas. The area of influence encompasses the majority of the Downtown from 5th Street SE to 9th Street south to north and Garfield Avenue to the Civic Center west to east. (See Figure I-1). Within the area of influence this Master Plan explores pedestrian, bicycle and vehicular connectivity and opportunities for gateways, signage and wayfinding. Key destinations within/adjacent to the area of influence include the Civic Center and Lagoon, Fairgrounds Park, US Highway 287 couplet (Lincoln and Cleveland Avenues) and Bill Reed Middle School.

The project core study area encompasses the core commercial, entertainment and civic hub of the Downtown. The core area boundary extends from 3rd to 6th from south to north and Garfield to Washington from west to east. Within the core study area, conceptual designs have been developed for 3rd, 4th, 5th, and 6th Streets, the Thompson Pocket Park, Kitchen Alley and Museum Plaza. Key landmarks and destinations within the core study area include the 4th Street commercial businesses and eateries, the Rialto Theater, Loveland Museum/Gallery, Aims Community College, Loveland Reporter Herald, Feed and Grain site, the rail Depot and McKee Medical Center Facilities.

PROJECT VISION

Create a functional, aesthetically pleasing, eclectic Downtown environment that facilitates business vitality, fosters a sense of community, and accentuates the identity of the Downtown commercial district.

GOALS

Create a Downtown that sustains a good network of public spaces, streets, infrastructure, cultural destinations and retail corridors; providing a vibrant environment to live, work, shop and visit.

- Respect and celebrate Loveland's heritage, culture and history
- promote quality of life and community investment
- provide clear signage and wayfinding to and within Downtown
- Improve the physical appearance, functionality and safety of Downtown public spaces.
- Enhance connectivity, safety and accessibility for pedestrians throughout Downtown
 - create enhanced pedestrian connections from businesses to parking
 - explore connectivity options to potential multi-modal corridors and transit
 - consolidate refuse containers/enclosures in alleyways and service corridors
 - develop maintenance recommendations for streetscape amenities, walkways and roadways

- Partner with business owners for creative access solutions during project construction.
- Create an integrated network allowing businesses and destinations to support each other.
- Integrate art and sculptural elements throughout Downtown
- Implement short term "test projects".
- Create a series of well-connected public spaces that expose new people to Downtown.
- Strengthen the perception that Downtown is a safe place with a positive energy
- Establish clear pedestrian and vehicular gateways into Downtown.
- Program events to encourage more businesses to stay open in the evening hours, further activating the Downtown at night.

Design streets that take all users into account, include sidewalks lined with a variety of interesting features and activities and promote safety for vehicles, pedestrians and bicyclists.

- Prioritize pedestrian connectivity over vehicular movement and storage.
- design streetscapes that are flexible for a variety of business types.
- Create memorable elements of the streetscape unique from other areas of Loveland.
- Provide wider sidewalks for a safer more pleasant pedestrian experience and to encourage restaurants and retailers to spill on to the sidewalk.
- Improve the pedestrian experience for shopping and encourage walking.
- Provide for temporary street closure during large community events, design for experience of street both open and closed to vehicles.

Provide public spaces that are well-programmed, accommodate a variety of uses and users, promote social interaction and a sense of community, and include memorable architectural, landscape and hardscape elements.

- Incorporate opportunities for public art and artistic design elements
- Provide areas for inspiration, contemplation, education, and interaction
- Utilize public spaces to expose new people to Downtown and all it has to offer
- Implement collective year-round programming of public spaces.
- Implement regular weekly programming for all key public spaces
- Create amenities that will draw local and regional users and help Downtown Loveland compete with other retail destinations such as an event plaza
- Program events to utilize more than one public space at a time; ie: Museum Plaza provides support for events at Fairgrounds Park
- Provide convenient access from parking/transit to public gathering spaces, consider locations of transit stops, event shuttles, etc.
- Provide alternative pedestrian routes to Lincoln/Cleveland which are vehicle dominated.
- Utilize collective small details to add up to a great public space network.
- Capitalize on architectural design and contextual relationships
- Develop designs that reflect the community's local character and heritage
- Activate existing under-used spaces.

- Utilize Project for Public Spaces — Plazas and Squares rules for success

1. Image and Identity	6. Access
2. Attractions and Destinations	7. The Inner and Outer Square
3. Amenities	8. Reaching Out
4. Flexible Design	9. Central Role of Management
5. Seasonal Strategy	10. Diverse Funding Sources

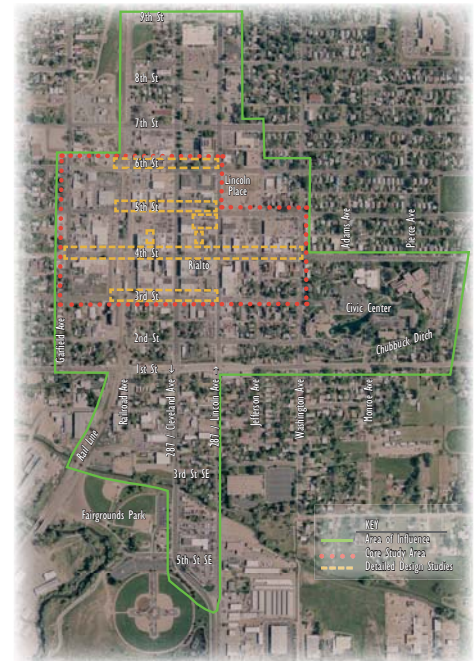


Figure I-1 Study Area

INTRODUCTION

Destination Downtown: HIP Streets Master Plan



HULZER KOPPELZ

5 May 2009

I-2

Date: December 19, 2016
To: Scott Ranweiler
Email: scott.ranweiler@brinkmanpartners.com
From: Bill Surna
Project #: N1-2016-262
Regarding: Shared Parking Analysis – Foundry Cleveland / Lincoln

This memo presents the findings of a Shared Parking Analysis for the proposed development in Loveland, CO. We reviewed the shared parking analysis that was previously prepared for the proposed development. The methodology and concepts used in the previously prepared analysis are nearly identical to our approach; both are based on the Urban Land Institute's methodology. Therefore, this memo will not include a description of the concepts and factors typically included in shared parking analysis.

The land uses in the proposed development have changed. Specifically, we understand that a 90 to 100-room hotel has replaced the office space in the previous analysis. Our understanding of the current plans for the development are:

Residential		Retail	
125	1.0 Bedroom Units	13,969	s.f. Retail Space
2	1.5 Bedroom Units		
24	2.0 Bedroom Units	Hotel (Leisure)	
4	3.0 Bedroom Units	95	Rooms
Cinema			
625	Seats		

Also from the previous report, we understand that a parking ratio of .70 spaces per bedroom has been negotiated with the City of Loveland for the residential parking demand. We used the .70 ratio for residential parking plus .10 per bedroom for visitors to residents.

We used our shared parking demand model, implementing the negotiated residential ratios, to estimate peak parking demand for the two following scenarios:

1. The residential parking would be open and shared (non-segregated) among all parking user groups.
2. The parking for residents, not including visitors to residents, would be segregated.

However, given the mix of land uses above, the reduction in the peak number of parking spaces due to sharing is limited. The reduction in the estimated peak demand occurs as demand generated from the retail stores during the evening declines while the demand generated by the cinema increases. The overall parking demand peaks in the evening, as does the demand generated by the residents and the hotel.

For these reasons, the estimated peak accumulation resulting from the shared parking calculations are identical for both scenarios. This memo illustrates the results of Scenario 1 (all spaces are shared); however, the estimated peak demand for both scenarios is 434 spaces.

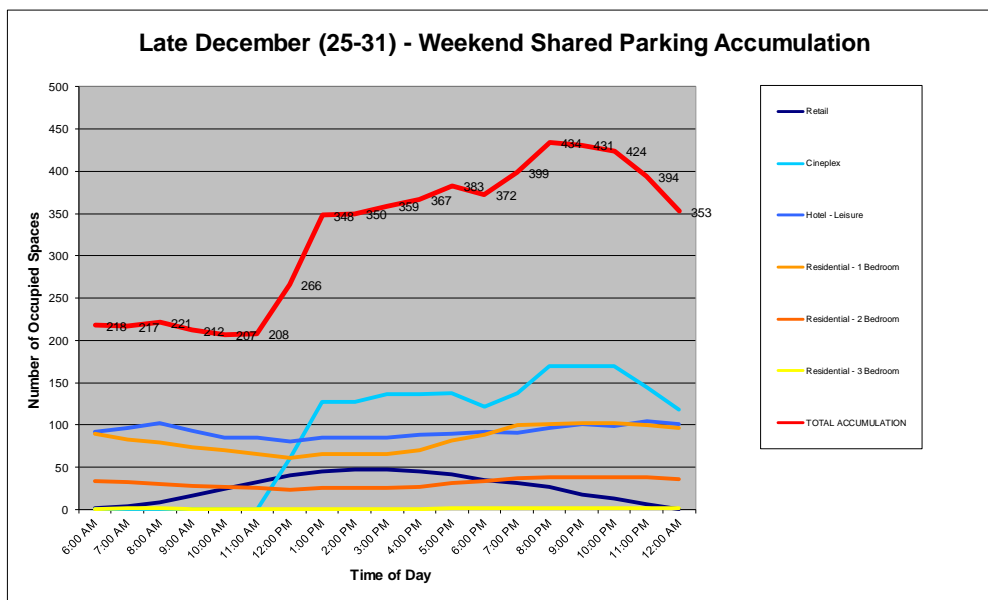
Scenario 1 – Non-segregated Shared Parking with Negotiated Residential Ratios

Table 1 shows the results from the shared parking model. The overall peak demand of 434 spaces is projected to occur during the holiday season in the evening on a weekend. The next highest estimated peak period of 421 spaces is projected to occur in July on a weekend. Figure 1 graphically portrays the projected accumulation pattern.

Table 1 – Shared Parking Model Results

Peak Accumulation	Day/Month	Peak Hour
277	Weekday - January	8:00 PM
375	Weekend - January	9:00 PM
278	Weekday - February	8:00 PM
365	Weekend - February	9:00 PM
280	Weekday - March	8:00 PM
379	Weekend - March	9:00 PM
278	Weekday - April	8:00 PM
365	Weekend - April	9:00 PM
280	Weekday - May	8:00 PM
378	Weekend - May	9:00 PM
300	Weekday - June	8:00 PM
397	Weekend - June	9:00 PM
323	Weekday - July	8:00 PM
421	Weekend - July	9:00 PM
306	Weekday - August	8:00 PM
394	Weekend - August	8:00 PM
254	Weekday - September	8:00 PM
331	Weekend - September	8:00 PM
254	Weekday - October	8:00 PM
350	Weekend - October	8:00 PM
269	Weekday - November	8:00 PM
379	Weekend - November	8:00 PM
257	Weekday - December	8:00 PM
348	Weekend - December	8:00 PM
371	Weekday - Late December (25-31)	8:00 PM
434	Weekend - Late December (25-31)	8:00 PM
434	Weekend - Late December (25-31)	8:00 PM
482		
48		

Figure 1 – Annual Peak Shared Parking



Foundry South Catalyst Project, Loveland

Traffic Impact Study

Prepared For:

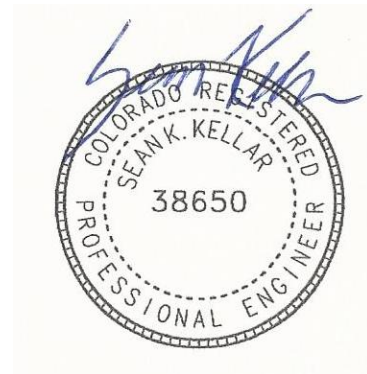
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KELLAR ENGINEERING

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February 13, 2017

Sean K. Kellar, PE, PTOE

This document, together with the concepts and recommendations presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization from Kellar Engineering LLC shall be without liability to Kellar Engineering LLC.

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1.0 Introduction

This Traffic Impact Study (TIS) is for the proposed South Catalyst Project in Downtown Loveland located between Cleveland Avenue and Lincoln Avenue; north of 1st Street and south of 4th Street. See Figure 1: Project Location. The purpose of this TIS is to identify project traffic generation characteristics, to identify potential traffic related impacts on the adjacent street system, and to develop mitigation measures required for identified traffic impacts.

Kellar Engineering LLC (KE) has prepared the TIS to document the results of anticipated traffic conditions in accordance with the Larimer County Urban Area Street Standards (LCUASS). The proposed development is anticipated to generate approximately 2,244 daily weekday trips, 211 AM peak hour trips, 289 PM peak hour trips, and 349 Saturday peak hour trips. See Table 1: Trip Generation.

2.0 Existing Conditions

The location of the project site is in Downtown Loveland located between Cleveland Avenue and Lincoln Avenue; north of 1st Street and south of 4th Street. The land uses in this area are mix of commercial, office, parking, and residential.

2.1 Existing Roadway Network

Primary access to the project area will be from 1st Street, Lincoln Avenue, and Cleveland Avenue. East/west traffic will use 1st Street, and north/south traffic will travel via Lincoln Avenue and Cleveland Avenue. 1st Street is an existing east/west 2-lane arterial with a posted speed of 30 mph adjacent to the project site. 1st Street currently has bike lanes, sidewalks, and two 12' wide thru lanes adjacent to the project site. 1st Street also has left-turn lanes at: Railroad Avenue, Cleveland Avenue, and Lincoln Avenue. 1st Street is classified as a 2-lane arterial between Lincoln Avenue and Washington Avenue and classified as a 4-lane arterial between Railroad Avenue and Lincoln Avenue on the 2035 Transportation Plan. Lincoln Avenue (US 287) is an existing northbound one-way street with a posted speed of 30 mph adjacent to the project site. Lincoln Avenue has two northbound thru lanes, on street parking, and sidewalks adjacent to the project site. US

287 is classified as a 6-lane arterial on the 2035 Transportation Plan where 3-lanes northbound is Lincoln Avenue and 3-lanes southbound is Cleveland Avenue. Cleveland Avenue (US 287) is an existing southbound one-way street with a posted speed of 30 mph adjacent to the project area. Cleveland Avenue has 3 southbound thru lanes from 4th Street to 3rd Street and 2 southbound thru lanes from 3rd Street to 1st Street. Cleveland Avenue has sidewalks on both sides of the street and a southbound right-turn lane and a southbound left-turn lane at 1st Street.

Figure 1: Project Location



Figure 2: Site Plan



2.2 Existing Traffic Volumes

Existing peak hour traffic volume counts were conducted by All Traffic Data Services Inc. using Miovision data collection cameras at the ten study intersections on Thursday, January 14, 2016 and on Saturday, January 16, 2016. The counts were conducted during the peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Thursday, 1/14/16 and in 15-minute intervals from 11:00 AM to 1:00 PM on Saturday, 1/16/16. These turning movement counts are shown in Figure 3 with the count sheets provided in Appendix A.

2.3 Existing Operation

The ten key intersections were evaluated using techniques provided in the 2010 Highway Capacity Manual. Using the recent peak hour traffic shown in Figure 3, the existing peak hour operation is shown in Table 3. Additionally, the appropriate Synchro outputs are provided in Appendix H. A description of the level of service (LOS) for signalized and unsignalized intersections from the 2010 Highway Capacity Manual and LCUASS Table 4-2 showing the City of Loveland's Motor Vehicle LOS Standards (Intersections) are also provided in Appendix D. The key intersections operate acceptably during the peak hours except for 1st/Railroad. The existing northbound shared thru/left lane operates at a LOS F which also causes the northbound approach to operate at LOS F during the weekday PM peak hour. The South Catalyst project does not contribute any traffic to this northbound left movement and therefore is not required to mitigate per LCUASS criteria.

2.4 Existing Pedestrian and Bicycle Facilities

All streets within and adjacent to the project area currently have sidewalks along both sides of the street. Bike lanes also exist on 1st Street adjacent to the project site. As the properties develop, the public streets are required to comply with the LCUASS requirements which require sidewalks along both sides of the public street and bike lanes along arterials.

2.5 Existing Transit Facilities

This area is currently served by the City of Loveland's Transit (COLT). COLT fixed routes 100, 200, and 300 currently serve the project area with stops at: 1st/Washington, 1st/Cleveland, and 5th/Cleveland. See Appendix E: Transit Map for route information.

3.0 Proposed Development

The proposed development is for a proposed mixed-use development located in Downtown Loveland located between Cleveland Avenue and Lincoln Avenue; north of 1st Street and south of 4th Street. See Figure 1: Project Location and Table 1: Trip Generation. The short range analysis year 2018 includes the proposed development for this project plus an increase in background traffic. The long range analysis year 2035 also includes the proposed development for the project plus an increase in background traffic. Future traffic growth rates were obtained from the North Front Range Metropolitan Planning Organization (NFRMPO) projections of approximately 2% per year growth.

3.1 Trip Generation

Site generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land uses to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Report* published by the Institute of Transportation Engineers (ITE). ITE has established trip generation rates in nationwide studies of similar land uses. For this study, KE used the *ITE 9th Edition Trip Generation Report* average trip rates. The Downtown South Catalyst Project is anticipated to generate approximately 2,244 daily weekday trips, 211 AM peak hour trips, 289 PM peak hour trips, and 349 Saturday peak hour trips Table 1 summarizes the estimated trip generation for the proposed development.

3.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, anticipated surrounding development areas, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site generated traffic that approaches the site from a given direction and departs the site back to the original source. Figure 4 illustrates the trip distribution used for the project's analysis.

3.3 Traffic Assignment

Traffic assignment was obtained by applying the trip distributions to the estimated trip generation of the development. Figure 5 shows the site generated peak hour traffic assignment.

3.4 Short Range Total Peak Hour Traffic

Site generated peak hour traffic volumes were added to the background traffic volumes to represent the estimated traffic conditions for the short range 2018 horizon. These background (2018) and short range (2018) total traffic volumes are shown in Figure 6 and Figure 7 respectively.

3.5 Long Range Total Peak Hour Traffic

Site generated peak hour traffic volumes were added to the background traffic volumes to represent the estimated traffic conditions for the long range 2035 horizon. These background (2035) and long range (2035) total traffic volumes are shown in Figure 8 and Figure 9 respectively.

4.0 Traffic Operation Analysis

KE's analysis of traffic operations in the site vicinity was conducted to determine the capacity at the identified intersections. The acknowledged source for determining overall capacity is the 2010 Edition of the Highway Capacity Manual.

4.1 Analysis Methodology

Capacity analysis results are listed in terms of level of service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. LOS ranges from an A (very little delay) to an F (long delays). A description of the level of service (LOS) for signalized and unsignalized intersections from the 2010 Highway Capacity Manual and a table showing the City of Loveland's Motor Vehicle LOS Standards (Intersections) are also provided in Appendix D.

4.2 Intersection Operational Analysis

Operational analysis was performed for the ten key intersections and the proposed parking garage access for the short range 2018 horizon and the long range 2035 horizon. The calculations for this analysis are provided in Appendix H. Using the short range traffic volumes and the existing lane geometry and intersection control; eight of the ten studied intersections are projected to operate acceptably and meet the LOS requirements for the City of Loveland. However, the following two intersections are anticipated to not meet LOS requirements at time of full project build-out during the 2018 Short Range Total weekday PM peak hour: 1st/Railroad and 1st/Washington. The northbound shared thru/left lane at 1st/Railroad is projected to operate at a LOS F; causing the northbound approach to operate at LOS F during the weekday PM peak hour. Additionally, 1st/Washington is projected to operate at LOS E overall during the weekday PM peak hour from the delay on the southbound and northbound approaches. See Table 4. However, because the South Catalyst project contributes less than two percent of the traffic volume to the movements which do not meet the ACF delay standard, per LCUASS 4.5.1.D, the South Catalyst project is not required to mitigate. The South Catalyst project does not contribute any traffic to the northbound left movement at 1st/Railroad nor does it contribute anything above nominal traffic volumes to the north and south legs at 1st/Washington. Therefore the project is not required to mitigate these intersections in order to comply with LCUASS criteria. It is however recommended that both of these intersections are monitored by the City in the long range future.

Per the Manual on Uniform Traffic Control Devices (MUTCD), traffic signals are not to be installed until signal warrants are met. It is not anticipated that signal warrants will be met at the stop controlled key intersections. Additionally, the existing stop controlled intersections do not meet recommended spacing for traffic signal installations.

Per Figure 8-4 of the Larimer County Urban Area Street Standards (LCUASS), additional right-turn lanes are not warranted at the studied intersections. A westbound to northbound right-turn lane at 1st/Lincoln is not projected to be warranted in the studied peak hours for the short range total 2018 horizon. However, this study found that adding a westbound right-turn lane at this intersection would help relieve some of the

westbound queue at 1st/Lincoln during the PM peak hour. This westbound right-turn lane will allow traffic traveling to the project site to utilize the right-turn lane and not impact westbound thru traffic at the 1st Street/Lincoln Avenue intersection. This westbound right-turn lane should have a minimum storage length of 150 feet. See Synchro outputs in Appendix H for the HCM calculations.

4.3 Adequate Community Facilities (ACF) Ordinance Criteria Link Volumes

The 2018 short range total peak hour link volumes were compared with the ACF Traffic Thresholds in Table 2 to verify that the streets within the project area meet the link volume criteria in the Adequate Community Facilities (ACF) Ordinance. As shown in Table 2, the street links will meet the ACF Ordinance criteria for year 2018 total traffic.

4.4 Service Accesses

The project is also proposing two services accesses (one on Cleveland Avenue and one on Lincoln Avenue) to service the proposed buildings. These service accesses will not be for vehicular access but for authorized operations only. The services are expected to house trash/recycling and grease interceptors. These services are anticipated to occur during off-peak hours (4:00 AM to 6:00 AM) with low volume traffic. See exhibit in Appendix G.

Table 1: Trip Generation (ITE Trip Generation, 9th Edition)

ITE Code	Land Use	Size	Average Daily Trips		AM Peak Hour Trips						PM Peak Hour Trips						Saturday Peak Hour Trips		
			Rate	Total	Rate	% In	In	% Out	Out	Total	Rate	% In	In	% Out	Out	Total	In	Out	Total
310	Hotel	100 Rooms	8.17	817	0.53	59%	31	41%	22	53	0.60	51%	31	49%	29	60	41	32	73
220	Apartments	140 DU	6.65	931	0.51	20%	14	80%	57	71	0.62	65%	57	35%	30	87	33	33	66
826	Retail	15 KSF	44.32	665	6.84	48%	49	52%	54	103	2.71	44%	18	56%	23	41	59	59	118
445	Movie Theater	25 KSF	NA	NA	NA	NA	NA	NA	NA	NA	4.91	62%	76	38%	47	123	89	29	118
Subtotal				2,413			94		133	227			182		129	311	222	153	375
7% Internal Capture				169			7		9	16			13		9	22	16	11	26
Total				2,244			87		124	211			169		120	289	206	142	349

DU = Dwelling Units
KSF = Thousand Square Feet
N/A = Not Applicable. Information not provided in ITE Trip Generation
*Parking Structures do not have ITE Trip Generation Rates but are considered ancillary uses to support the trips associated with the overall development

Figure 3: Recent Peak Hour Traffic

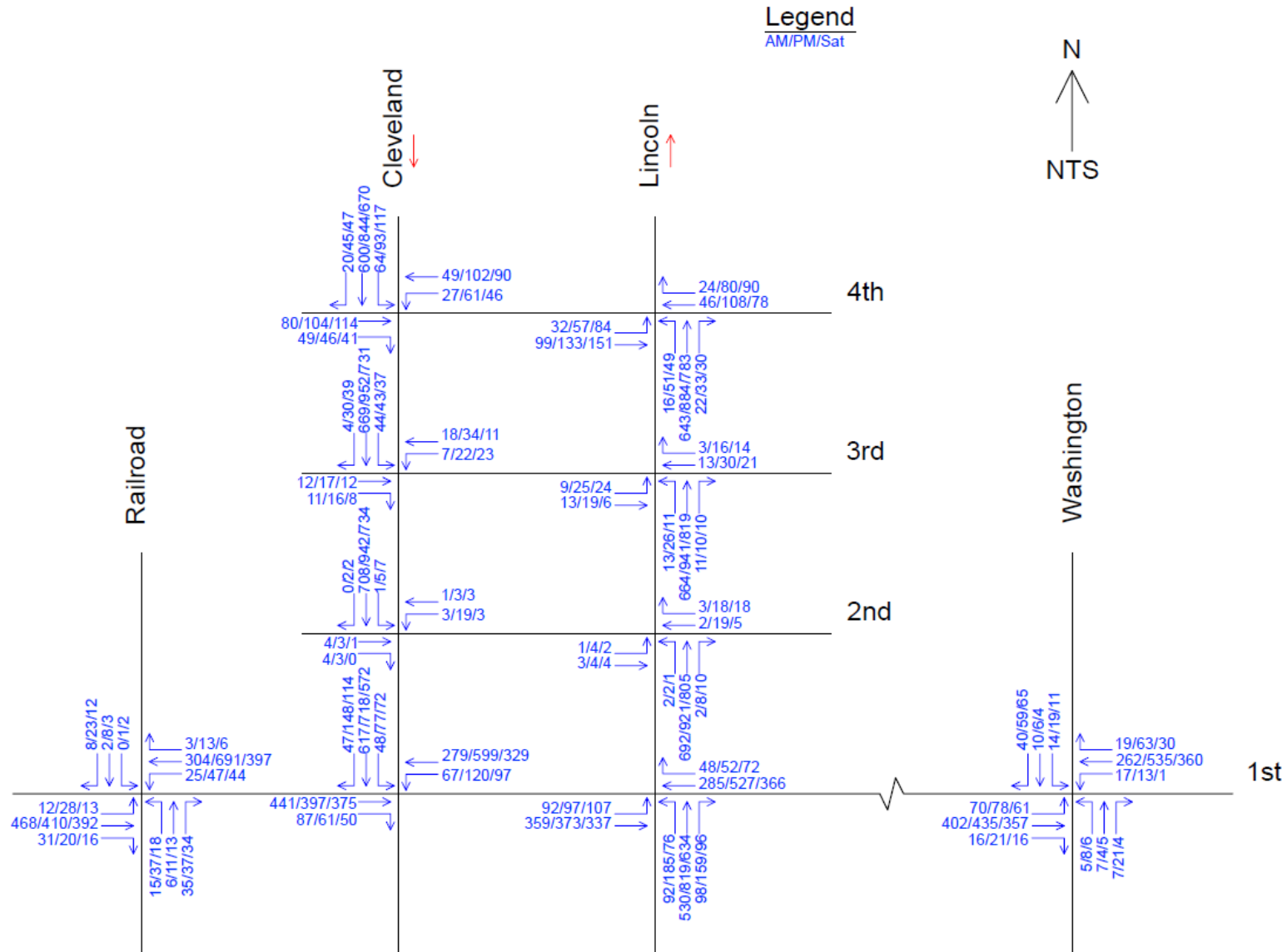
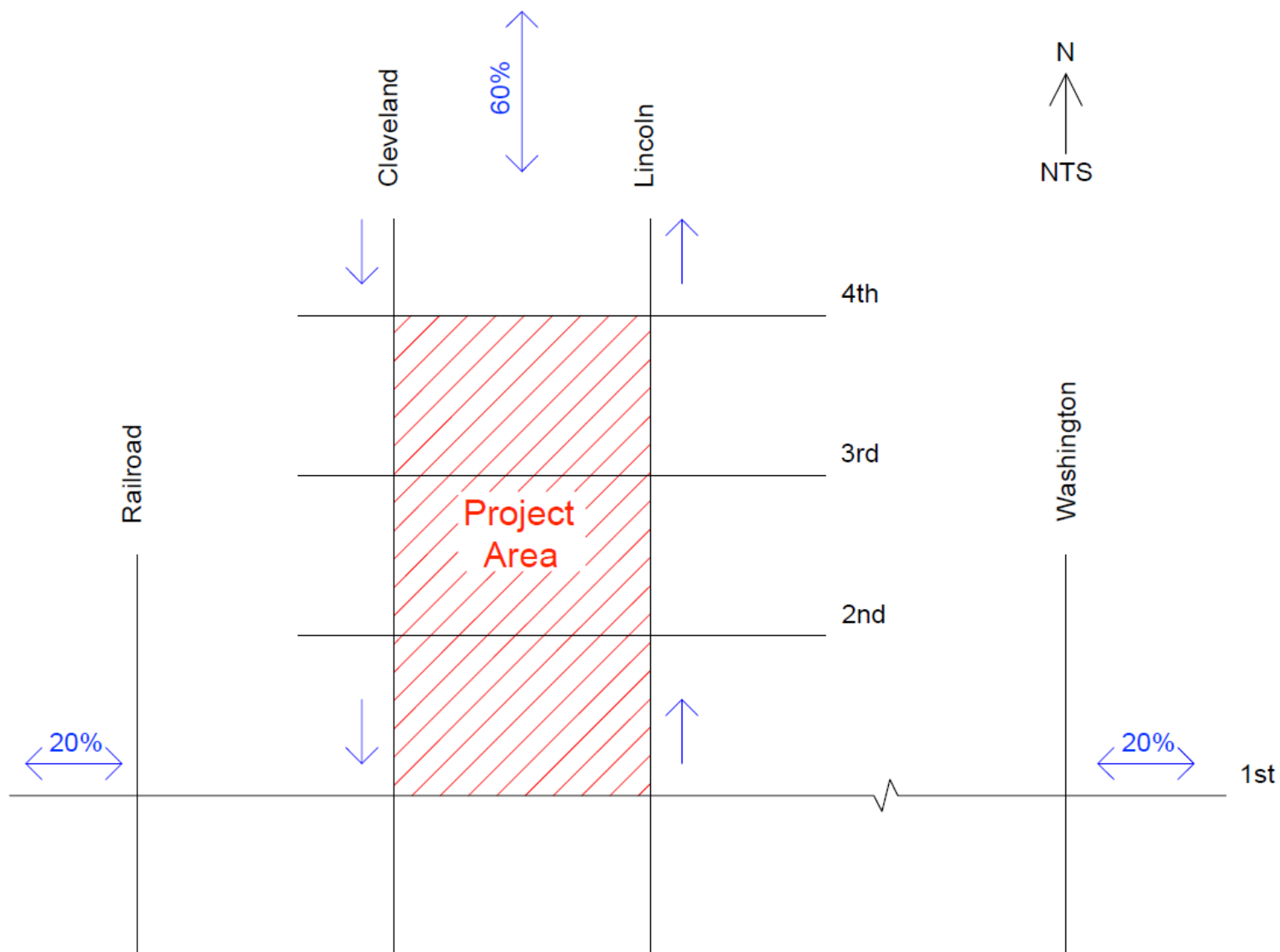


Figure 4: Trip Distribution



[illegible]

Figure 6: 2018 Background Peak Hour Traffic

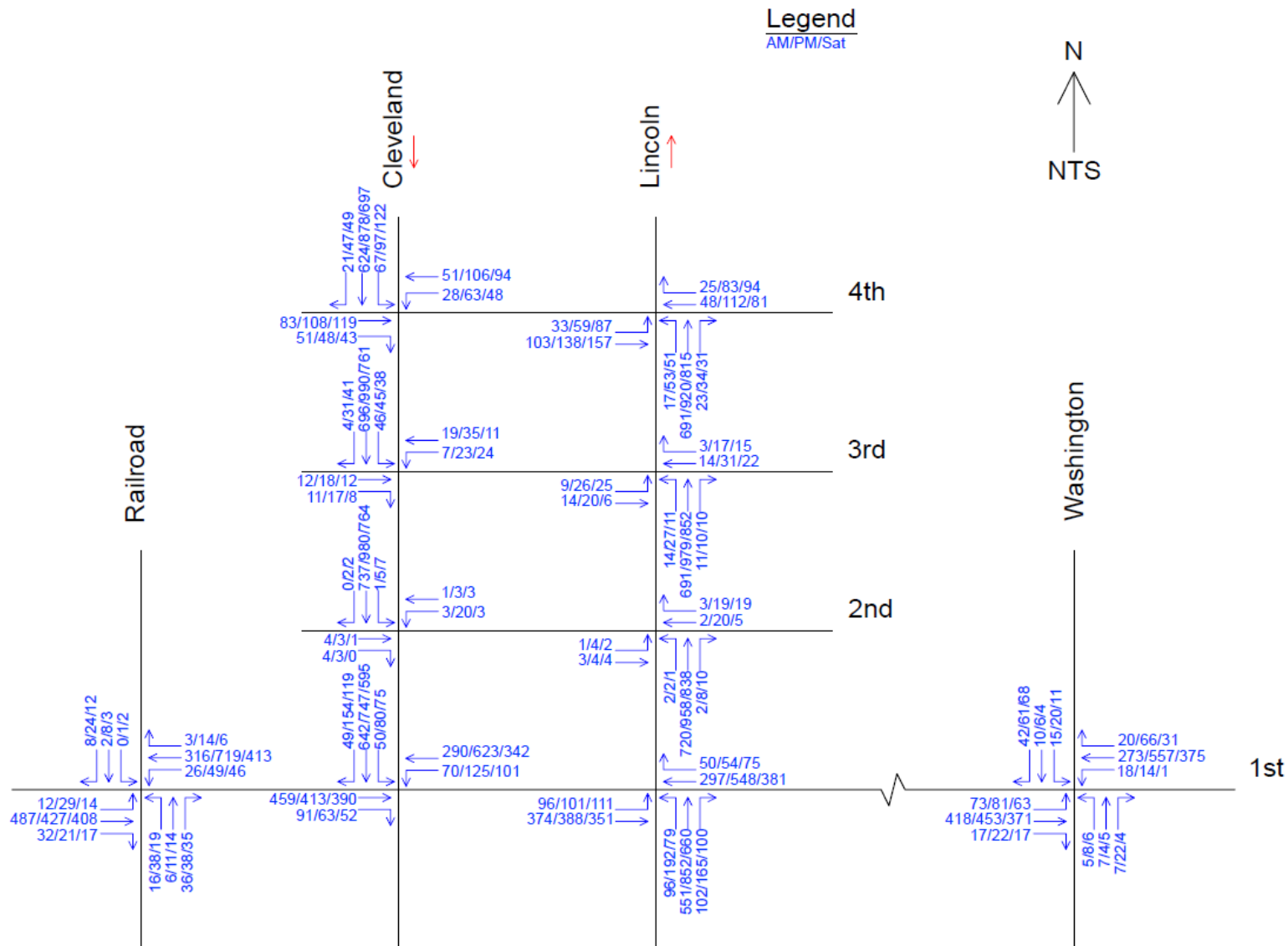


Figure 7: 2018 Short Range Total Peak Hour Traffic

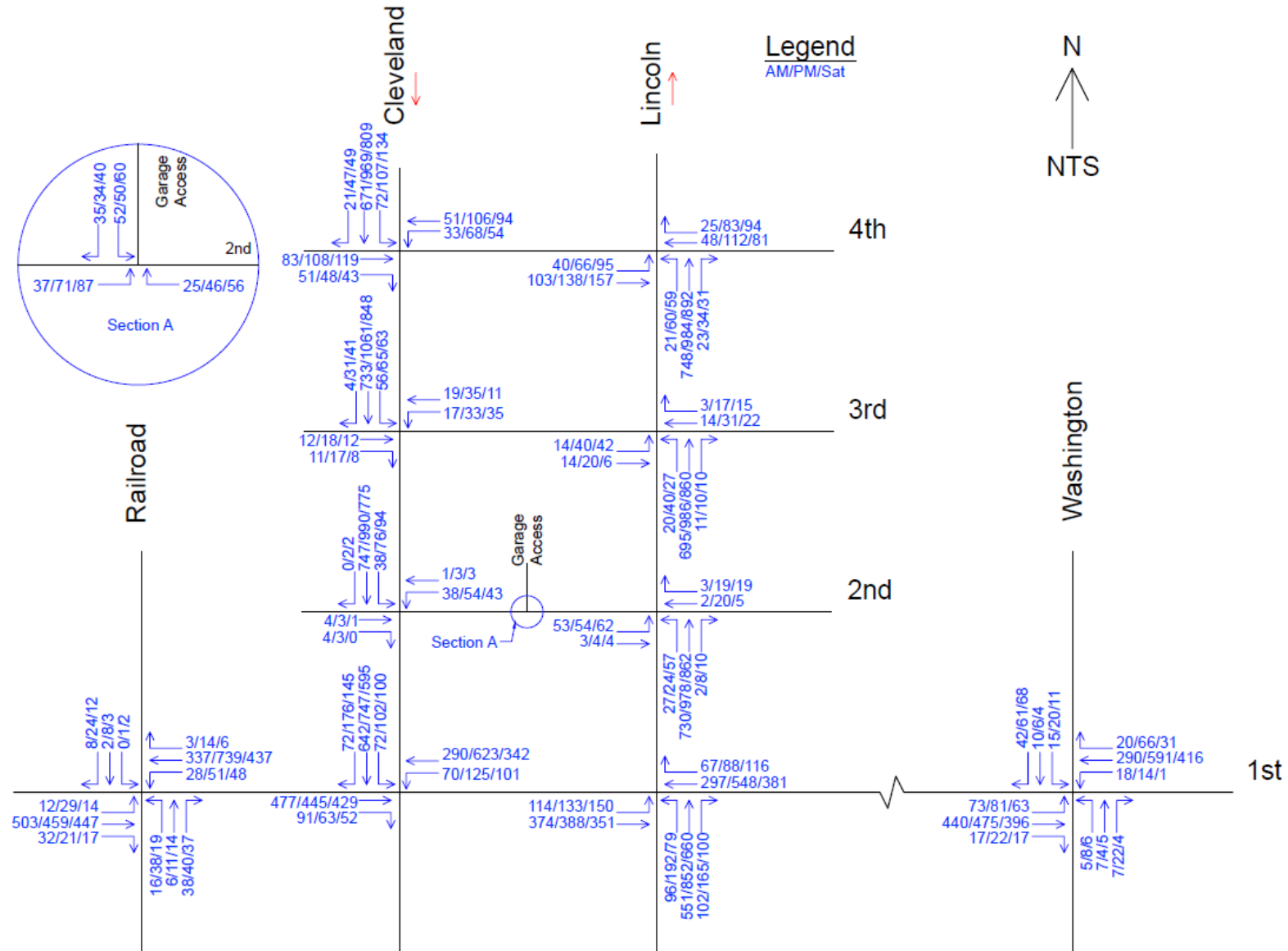


Figure 8: 2035 Background Peak Hour Traffic

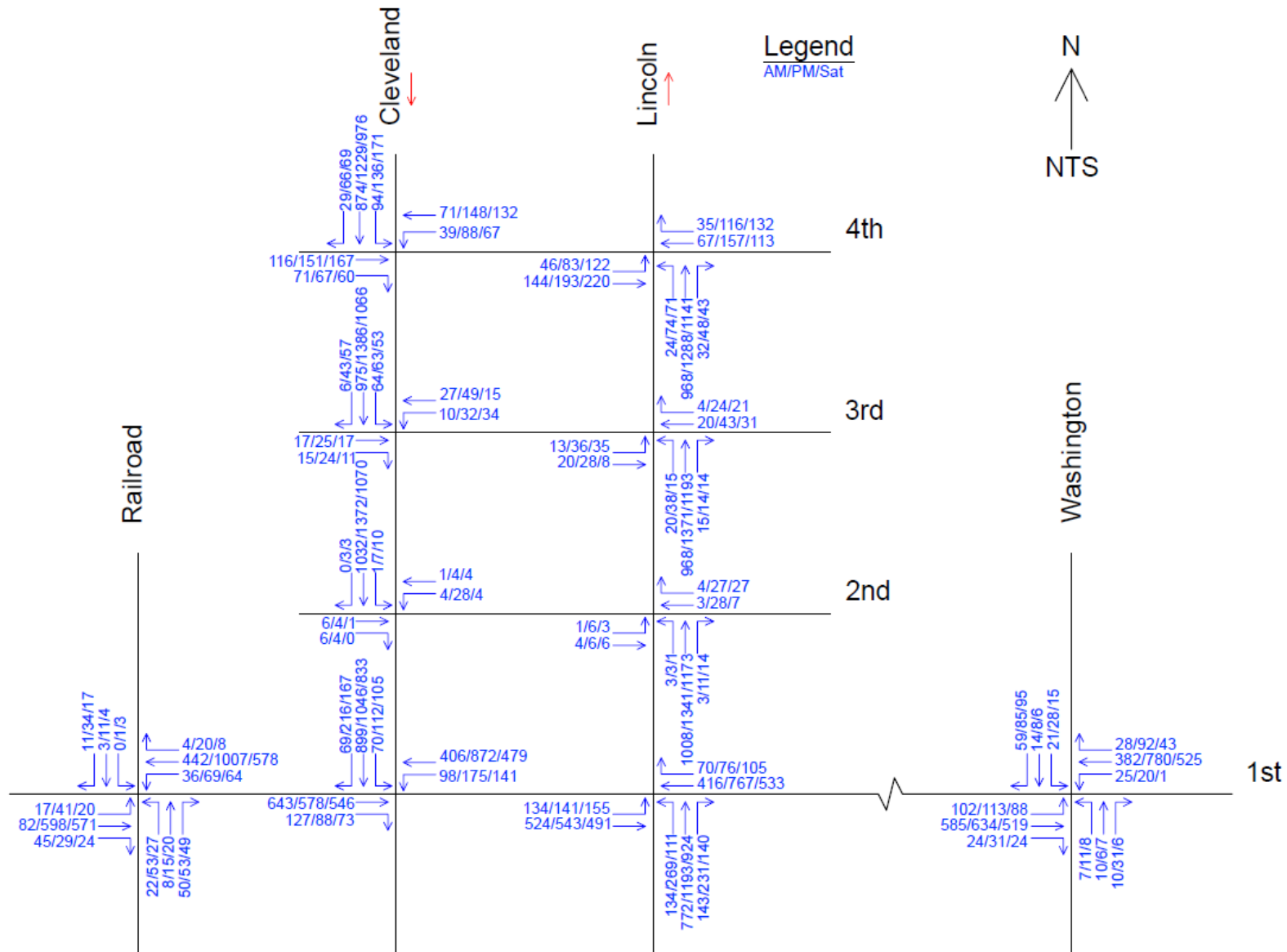


Figure 9: 2035 Long Range Total Peak Hour Traffic

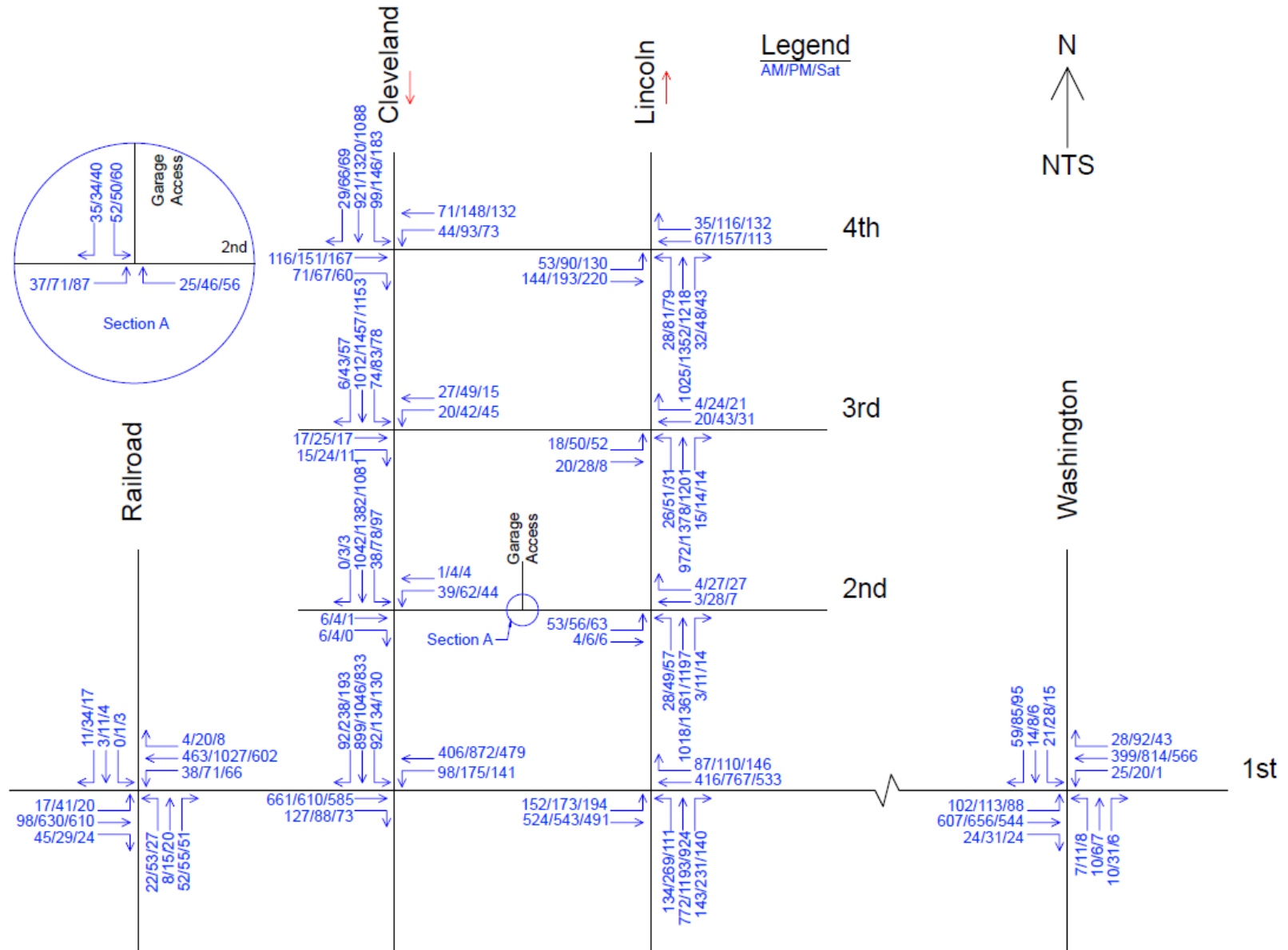


Table 2: 2018 Short Range and 2035 Long Range Peak Hour Link Volumes

Street Segment	Direction	Existing Traffic Volume AM/PM/Sat	Date of Traffic Counts	2018 Background Traffic	2035 Background Traffic	Site Generated Traffic	2018 Total Traffic AM/PM/Sat	2035 Total Traffic AM/PM/Sat	ACF Traffic Threshold	Year 2018 ACF Compliance
Lincoln - 1st St. to 2nd St.	NB	696/931/816	Jan. 2016	724/969/849	1014/1356/1189	35/66/80	759/1035/929	1049/1422/1269	1620	Y/Y/Y
										Y/Y/Y
Lincoln - 2nd St. to 3rd St.	NB	688/977/840	Jan. 2016	716/1016/874	1002/1423/1224	10/20/24	726/1036/898	1012/1443/1248	1620	Y/Y/Y
										Y/Y/Y
Lincoln - 3rd St. to 4th St.	NB	681/968/862	Jan. 2016	709/1007/897	992/1410/1256	61/71/85	770/1078/982	1053/1481/1341	1620	Y/Y/Y
										Y/Y/Y
Cleveland - 4th St. to 3rd St.	SB	717/1025/807	Jan. 2016	746/1066/840	1045/1493/1176	47/91/112	793/1157/952	1092/1584/1288	2520	Y/Y/Y
										Y/Y/Y
Cleveland - 3rd St. to 2nd St.	SB	709/949/743	Jan. 2016	738/987/773	1033/1383/1082	14/81/98	752/1068/871	1047/1464/1180	1640	Y/Y/Y
										Y/Y/Y
Cleveland - 2nd St. to 1st St.	SB	712/943/758	Jan. 2016	741/981/789	1037/1374/1104	45/44/51	786/1025/840	1082/1418/1155	1640	Y/Y/Y
										Y/Y/Y
1st St. - Railroad to Cleveland	EB	528/458/425	Jan. 2016	549/477/442	769/667/619	18/32/39	567/509/481	787/699/658	810	Y/Y/Y
	WB	332/751/447	Jan. 2016	345/781/465	484/1094/651	23/22/26	368/803/491	507/1116/677	810	Y/Y/Y
1st St. - Cleveland to Lincoln	EB	451/470/444	Jan. 2016	469/489/462	657/685/647	18/32/39	487/521/501	675/717/686	810	Y/Y/Y
	WB	346/719/426	Jan. 2016	360/748/443	504/1047/621	Nom	360/748/443	504/1047/621	810	Y/Y/Y
1st St. - Lincoln to Jefferson	EB	457/532/433	Jan. 2016	475/553/450	667/775/631	22/22/25	497/575/475	689/797/656	810	Y/Y/Y
	WB	333/579/438	Jan. 2016	346/602/456	485/843/638	17/34/41	363/636/497	502/877/679	810	Y/Y/Y
1st St. - Jefferson to Washington	EB	488/534/434	Jan. 2016	508/556/452	711/778/632	22/22/25	530/578/477	733/800/657	695	Y/Y/Y
	WB	307/602/431	Jan. 2016	319/626/448	447/877/628	17/34/41	336/660/489	464/911/669	695	Y/Y/Y
4th Street - Cleveland to Lincoln	EB	131/190/235	Jan. 2016	136/198/244	191/277/342	7/7/8	143/205/252	198/284/350	505	Y/Y/Y
	WB	76/163/136	Jan. 2016	79/170/141	111/237/198	5/5/6	84/175/147	116/242/204	505	Y/Y/Y
3rd Street - Cleveland to Lincoln	EB	22/44/30	Jan. 2016	23/46/31	32/64/44	5/14/17	28/60/48	37/78/61	340	Y/Y/Y
	WB	25/56/34	Jan. 2016	26/58/35	36/82/50	10/10/11	36/68/46	46/92/61	340	Y/Y/Y
2nd Street - Cleveland to Lincoln	EB	4/8/6	Jan. 2016	4/8/6	6/12/9	52/50/60	56/58/66	58/62/69	340	Y/Y/Y
	WB	4/22/6	Jan. 2016	4/23/6	6/32/9	35/34/40	39/57/49	41/66/49	340	Y/Y/Y

Table 3: Existing Peak Hour Operation

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Cleveland	EB Thru/Right	C	C	C
	EB Approach	C	C	C
	WB Left	B	B	B
	WB Thru	A	A	A
	WB Approach	A	A	A
	SB Left	C	C	C
	SB Thru	C	C	C
	SB Right	C	C	C
	SB Approach	C	C	C
	Overall	C	B	C

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Lincoln	EB Left	B	B	B
	EB Thru	A	A	A
	EB Approach	B	A	B
	WB Thru/Right	C	D	C
	WB Approach	C	D	C
	NB Thru/Left	B	C	B
	NB Right	B	B	B
	NB Approach	B	C	B
	Overall	B	C	B

Table 3: Existing Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Railroad	EB Left	A	A	A
	EB Thru/Right	A	A	A
	EB Approach	A	A	A
	WB Left	A	A	A
	WB Thru	A	A	A
	WB Right	A	A	A
	WB Approach	A	A	A
	NB Thru/Left	C	F	D
	NB Right	B	B	B
	NB Approach	C	F	C
	SB Thru/Left	C	E	D
	SB Right	B	B	B
	SB Approach	B	C	C
	Overall	A	B	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Washington	EB Thru/Left/Right	A	A	A
	EB Approach	A	A	A
	WB Thru/Left/Right	A	A	A
	WB Approach	A	A	A
	NB Thru/Left/Right	C	C	C
	NB Approach	C	C	C
	SB Thru/Left/Right	C	D	C
	SB Approach	C	D	C
	Overall	B	D	B

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Cleveland	EB Thru/Right	B	C	C
	EB Approach	B	C	C
	WB Thru/Left	B	C	C
	WB Approach	B	C	C
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	A	A

Table 3: Existing Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Lincoln	EB Thru/Left	B	C	C
	EB Approach	B	C	C
	WB Thru/Right	B	C	B
	WB Approach	B	C	B
	NB Thru/Left/Right	A	A	A
	NB Approach	A	A	A
	Overall	A	A	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
3rd/Cleveland	EB Thru/Right	B	C	C
	EB Approach	B	C	C
	WB Thru/Left	C	C	B
	WB Approach	C	C	B
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	A	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
3rd/Lincoln	EB Thru/Left	B	C	C
	EB Approach	B	C	C
	WB Thru/Right	B	C	C
	WB Approach	B	C	C
	NB Thru/Left/Right	A	A	A
	NB Approach	A	A	A
	Overall	A	A	A

Table 3: Existing Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
4th/Cleveland	EB Thru/Right	D	C	C
	EB Approach	D	C	C
	WB Thru/Left	C	C	C
	WB Approach	C	C	C
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	B	B	B

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
4th/Lincoln	EB Thru/Left	A	B	B
	EB Approach	A	B	B
	WB Thru/Right	B	C	C
	WB Approach	B	C	C
	NB Thru/Left/Right	C	C	C
	NB Approach	C	C	C
	Overall	B	C	C

Table 4: 2018 Short Range Total Peak Hour Operation

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
1st/Cleveland	EB Thru/Right	D	C	C	Y
	EB Approach	D	C	C	Y
	WB Left	B	B	B	Y
	WB Thru	A	C	A	Y
	WB Approach	A	B	A	Y
	SB Left	B	B	B	Y
	SB Thru	C	C	C	Y
	SB Right	B	C	C	Y
	SB Approach	C	C	C	Y
	Overall	C	C	B	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
1st/Lincoln	EB Left	B	B	B	Y
	EB Thru	B	B	A	Y
	EB Approach	B	B	A	Y
	WB Thru	C	D	C	Y
	WB Right	B	B	C	Y
	WB Approach	C	C	C	Y
	NB Thru/Left	B	C	B	Y
	NB Right	A	B	B	Y
	NB Approach	B	C	B	Y
	Overall	B	C	B	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
2nd/Garage Access	EB Thru/Left	A	A	A	Y
	EB Approach	A	A	A	Y
	WB Thru/Right	A	A	A	Y
	WB Approach	A	A	A	Y
	SB Left/Right	A	B	B	Y
	SB Approach	A	B	B	Y
	Overall	A	A	A	Y

Table 4: 2018 Short Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
1st/Railroad	EB Left	A	A	A	Y
	EB Thru/Right	A	A	A	Y
	EB Approach	A	A	A	Y
	WB Left	A	A	A	Y
	WB Thru	A	A	A	Y
	WB Right	A	A	A	Y
	WB Approach	A	A	A	Y
	NB Thru/Left	D	F	E	See 4.2 Page 11
	NB Right	B	B	B	Y
	NB Approach	C	F	C	See 4.2 Page 11
	SB Thru/Left	C	E	D	Y
	SB Right	B	C	B	Y
	SB Approach	B	C	C	Y
	Overall	A	B	A	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
1st/Washington	EB Thru/Left/Right	A	A	A	Y
	EB Approach	A	A	A	Y
	WB Thru/Left/Right	A	A	A	Y
	WB Approach	A	A	A	Y
	NB Thru/Left/Right	C	D	D	Y
	NB Approach	C	D	D	Y
	SB Thru/Left/Right	C	E	C	Y
	SB Approach	C	E	C	See 4.2 Page 11
	Overall	B	E	C	See 4.2 Page 11

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
2nd/Cleveland	EB Thru/Right	C	C	C	Y
	EB Approach	C	C	C	Y
	WB Thru/Left	B	C	C	Y
	WB Approach	B	C	C	Y
	SB Thru/Left/Right	A	A	A	Y
	SB Approach	A	A	A	Y
	Overall	A	A	A	Y

Table 4: 2018 Short Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
2nd/Lincoln	EB Thru/Left	B	C	C	Y
	EB Approach	B	C	C	Y
	WB Thru/Right	B	C	B	Y
	WB Approach	B	C	B	Y
	NB Thru/Left/Right	A	A	A	Y
	NB Approach	A	A	A	Y
	Overall	A	A	A	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
3rd/Cleveland	EB Thru/Right	C	C	C	Y
	EB Approach	C	C	C	Y
	WB Thru/Left	C	D	C	Y
	WB Approach	C	D	C	Y
	SB Thru/Left/Right	A	A	A	Y
	SB Approach	A	A	A	Y
	Overall	A	A	A	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
3rd/Lincoln	EB Thru/Left	B	C	C	Y
	EB Approach	B	C	C	Y
	WB Thru/Right	C	C	C	Y
	WB Approach	C	C	C	Y
	NB Thru/Left/Right	A	A	A	Y
	NB Approach	A	A	A	Y
	Overall	A	A	A	Y

Table 4: 2018 Short Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
4th/Cleveland	EB Thru/Right	C	C	C	Y
	EB Approach	C	C	C	Y
	WB Thru/Left	C	C	B	Y
	WB Approach	C	C	B	Y
	SB Thru/Left/Right	A	A	A	Y
	SB Approach	A	A	A	Y
	Overall	A	A	A	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
4th/Lincoln	EB Thru/Left	C	B	A	Y
	EB Approach	C	B	A	Y
	WB Thru/Right	C	C	B	Y
	WB Approach	C	C	B	Y
	NB Thru/Left/Right	A	A	C	Y
	NB Approach	A	A	C	Y
	Overall	A	B	B	Y

Table 5: 2035 Long Range Total Peak Hour Operation

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Cleveland	EB Thru/Right	D	D	D
	EB Approach	D	D	D
	WB Left	B	B	B
	WB Thru	B	B	B
	WB Approach	B	B	B
	SB Left	C	B	B
	SB Thru	D	D	C
	SB Right	C	C	A
	SB Approach	C	C	C
	Overall	C	C	C

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Lincoln	EB Left	B	F	B
	EB Thru	B	B	B
	EB Approach	B	C	B
	WB Thru	C	F	C
	WB Right	C	B	B
	WB Approach	C	F	C
	NB Thru/Left	B	E	C
	NB Right	A	C	B
	NB Approach	B	E	C
	Overall	B	E	C

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Garage Access	EB Thru/Left	A	A	A
	EB Approach	A	A	A
	WB Thru/Right	A	A	A
	WB Approach	A	A	A
	SB Left/Right	A	B	B
	SB Approach	A	B	B
	Overall	A	A	A

Table 5: 2035 Long Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Railroad	EB Left	A	B	A
	EB Thru/Right	A	A	A
	EB Approach	A	A	A
	WB Left	A	A	A
	WB Thru	A	A	A
	WB Right	A	A	A
	WB Approach	A	A	A
	NB Thru/Left	C	F	F
	NB Right	A	B	B
	NB Approach	B	F	E
	SB Thru/Left	C	F	E
	SB Right	B	C	B
	SB Approach	B	E	C
	Overall	A	D	B

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Washington	EB Thru/Left/Right	A	A	A
	EB Approach	A	A	A
	WB Thru/Left/Right	A	A	A
	WB Approach	A	A	A
	NB Thru/Left/Right	E	F	E
	NB Approach	E	F	E
	SB Thru/Left/Right	D	F	D
	SB Approach	D	F	D
	Overall	D	F	E

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Cleveland	EB Thru/Right	C	D	D
	EB Approach	C	D	D
	WB Thru/Left	C	D	C
	WB Approach	C	D	C
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	B	A

Table 5: 2035 Long Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Lincoln	EB Thru/Left	C	E	D
	EB Approach	C	E	D
	WB Thru/Right	C	E	C
	WB Approach	C	E	C
	NB Thru/Left/Right	A	A	A
	NB Approach	A	A	A
	Overall	A	B	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
3rd/Cleveland	EB Thru/Right	C	E	D
	EB Approach	C	E	D
	WB Thru/Left	C	F	C
	WB Approach	C	F	C
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	A	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
3rd/Lincoln	EB Thru/Left	C	F	D
	EB Approach	C	F	D
	WB Thru/Right	C	E	D
	WB Approach	C	E	D
	NB Thru/Left/Right	A	A	A
	NB Approach	A	A	A
	Overall	A	B	A

Table 5: 2035 Long Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
4th/Cleveland	EB Thru/Right	C	B	C
	EB Approach	C	B	C
	WB Thru/Left	C	B	B
	WB Approach	C	B	B
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	B	B

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
4th/Lincoln	EB Thru/Left	A	B	B
	EB Approach	A	B	B
	WB Thru/Right	B	B	B
	WB Approach	B	B	B
	NB Thru/Left/Right	C	B	B
	NB Approach	C	B	B
	Overall	B	B	B

Note: Per City of Loveland requirements, ACF compliance does not apply to year 2035 Long Range Analysis. ACF compliance only applies to the year 2018 Short Range Analysis.

5.0 Multimodal Transportation Facilities

As cities continue to grow and become more urban, the emphasis upon all modes of transportation becomes more important. The following sections address the pedestrian, bicycle, and transit facilities that will be available in the vicinity of the project site.

5.1 Pedestrian and Bicycle Facilities

All streets within and adjacent to the project area currently have sidewalks along both sides of the street. Bike lanes also exist on 1st Street adjacent to the project site. As the project develops, the public streets will be required to comply with the LCUASS requirements which require sidewalks along both sides of the public street and bike lanes along arterials. Additionally, future development of the project area will be focused on providing complete streets and adequate pedestrian circulation throughout the project site and pedestrian connectivity to Downtown Loveland.

5.2 Transit Facilities

This area is served by the City of Loveland's Transit (COLT). COLT fixed routes 100, 200, and 300 currently serve the project area with stops at: 1st/Washington, 1st/Cleveland, and 5th/Cleveland. It is anticipated that COLT will continue to serve the project area upon project build-out. See Appendix E: Transit Map for route information.

6.0 Conclusions

This Traffic Impact Study (TIS) for the proposed Downtown Loveland South Catalyst Project verifies that the project will be able to meet the City of Loveland's Standards for traffic at the time of development.

The findings of the TIS are summarized below:

1. The Downtown Loveland South Catalyst Project has demonstrated the ability to comply with the Adequate Community Facilities (ACF) Ordinance and the Larimer County Urban Area Street Standards (LCUASS) and meet the City's standards for traffic at the time of development.
2. The Downtown Loveland South Catalyst Project is anticipated to generate approximately 2,244 daily weekday trips, 211 AM peak hour trips, 289 PM peak hour trips, and 349 Saturday peak hour trips
3. A westbound right-turn lane in 1st Street at the 1st Street/Lincoln Avenue intersection is required by LCUASS with phase 1 of the project. This westbound right-turn lane will allow traffic traveling to the project site to utilize the right-turn lane and not impact westbound thru traffic at the 1st Street/Lincoln Avenue intersection. This westbound right-turn lane should have a minimum storage length of 150 feet. The westbound queue at 1st Street/Lincoln Avenue will be a problem with or without the development of the Foundry project.
4. With the exception of adding a westbound right-turn lane at the 1st Street/Lincoln Avenue intersection, it is anticipated that the existing roadway geometries in the project area will be able to adequately handle the project's traffic.
5. It is not anticipated that signal warrants will be met at the stop controlled key intersections. Additionally, the existing stop controlled intersections do not meet recommended spacing for traffic signal installations.

LOVELAND ELEVENTH SUBDIVISION

Being a Subdivision of Blocks 19, 24, and a portion of Block 18 of the Original Town of Loveland, and Vacated Rights of Way of East Third Street and Vacated Right of Way of Opera Alley, Situate in the Southwest Quarter of Section 13, Township 5 North, Range 69 West of the 6th P.M., City of Loveland, County of Larimer, State of Colorado

STATEMENT OF OWNERSHIP, SUBDIVISION AND DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS that the undersigned, City of Loveland, being all the owners and lienholders of the following described property, except any existing public streets, roads or highways, which property is located in the Southwest Quarter of Section 13, Township 5 North, Range 69 West of the 6th P.M., being more particularly described as follows:

Block 18

Lot 1, Morgan Subdivision as recorded on February 10, 1981 at Book 2102, Page 19, and Lots 18 through 24, Block 18, Original Town of Loveland, and the vacated right of way of East Third Street as recorded on _____, 2017 as Reception No. _____.

Said described parcel contains 34,586 Square Feet or 0.794 Acres, More or Less.

Block 19

Lot 1, Amended Plat of Lots 1 Through 7, Block 19, Original Town of Loveland, as recorded on October 26, 2010 as Reception 20100065440, and Lots 8 Through 24, Block 19, Original Town of Loveland, and portions of the vacated right of way of East Third Street as recorded on _____, 2017 as Reception No. _____, and the vacated right of way of Opera Alley as recorded on _____, 2017 as Reception No. _____.

Said described parcel contains 93,611 Square Feet or 2.149 Acres, More or Less.

Block 24

Lots One (1) through Twelve (12), Block Twenty-four (24) of the Original Plat of the Town of Loveland as recorded on October 18, 1877 at Reception No. 5280 and re-recorded on November 15, 1877 at Reception No. 5335, excepting therefrom parcels deeded to the Colorado Department of Transportation per documents recorded at Reception No.'s 2001053327, 2001089804 and 2002085435, within the records of the Larimer County Clerk and Recorder, all described parcels situate in the West Half of the Southwest Quarter (W1/2SW1/4) of Section Thirteen (13), Township Five North (T.5N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), City of Loveland, County of Larimer, State of Colorado.

Said described parcels contains 48,382 Square Feet or 1.111 Acres, More or Less.

Containing Total of (4,054 acres) (176,578 square feet) more or less (±), and is subject to all easements and right-of-ways on record or existing, do hereby subdivide the same into lots, blocks, tracts, outlots, right-of-ways, and easements, as shown on this plat; and do hereby designate and dedicate: (i) all such rights-of-way and easements, other than utility easements and private easements, to and for public use, except where indicated otherwise on this plat; and (ii) all such utility easements to and for public use for the installation and maintenance of utility, irrigation and drainage facilities; and do hereby designate the same as LOVELAND ELEVENTH SUBDIVISION to the City of Loveland Colorado.

All expenses involving necessary improvements for water system, sanitary sewer system, storm sewer system, curb and gutters, sidewalks, street improvements, street signs, traffic control signs, alley grading and surfacing, gas service, electric system, grading and landscaping shall be paid by the City of Loveland.

VACATION STATEMENT

Know all men by these presents that we the undersigned, being the owner(s) of the land described herein, and as shown on the attached map do hereby vacate all lots and blocks of the above described parcel of land.

OWNER(S)

By: _____ As: _____

NOTARIAL CERTIFICATE

STATE OF _____)
ss
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____,

by _____ as _____

Witness my hand and official seal. (SEAL)

My commission expires _____

Notary Public

OWNER(S)

By: _____ As: _____

NOTARIAL CERTIFICATE

STATE OF _____)
ss
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____,

by _____ as _____

Witness my hand and official seal. (SEAL)

My commission expires _____

Notary Public

DIRECTOR OF DEVELOPMENT SERVICES

This plat is approved by the Director of Development Services of the City of Loveland, Larimer

County, Colorado, this _____ day of _____, 20____, for filing with the Clerk and Recorder of Larimer County and for conveyance to the City of the public dedications shown hereon, which are accepted; subject to the provisions that approval in no way obligates the City of Loveland, for the financing or constructing of improvements on land, streets or easements dedicated to the public except as specifically agreed to by the Director of Development Services.

Director of Development Services

Witness my hand and seal of the City of Loveland

ATTEST:

City Clerk

Attorney at Law

ATTORNEY'S CERTIFICATE

I, _____, an attorney licensed to practice law in the State of Colorado, certify that I have examined title to the above described land dedicated to the City of Loveland, Colorado, with such land described in Schedule A to Title Commitment No. _____, effective _____, 20____, and that based on such title commitment updated through the date of execution of this plat and my actual knowledge, all persons executing the dedication of this plat are the owners or duly authorized signatories of such land in fee simple, such land is free and clear of all liens and encumbrances, except encumbrances set forth in Schedule B – Section 2 of such title commitment as of such date of execution, and any such encumbrances do not impair the use of such land dedicated to the City of Loveland for the purposes set forth on this plat.

So sworn this _____ day of _____, 20____.

Attorney at Law

BASIS OF BEARINGS AND LINEAL UNIT DEFINITION

Assuming the East line of the Blocks 18, 19 and 24, Original Town of Loveland, as bearing South 00°11'24" West, as monumented as shown on the plat, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 733.94 feet with all other bearings contained herein relative thereto.

The lineal dimensions as contained herein are based upon the "U.S. Survey Foot."

TITLE COMMITMENT NOTE

This survey does not constitute a title search by King Surveyors to determine ownership or easements of record. For all information regarding easements, rights-of-way and title of records, King Surveyors relied upon Title Commitment Number ?____, dated ?____, as prepared by ?____ to delineate the aforesaid information.

ATTORNEY'S CERTIFICATE

I, _____, an attorney licensed to practice law in the State of Colorado, certify that I have examined title to the above described land dedicated to the City of Loveland, Colorado, with such land described in Schedule A to Title Commitment No. _____, effective _____, 20____, and that based on such title commitment updated through the date of execution of this plat and my actual knowledge, all persons executing the dedication of this plat are the owners or duly authorized signatories of such land in fee simple, such land is free and clear of all liens and encumbrances, except encumbrances set forth in Schedule B – Section 2 of such title commitment as of such date of execution, and any such encumbrances do not impair the use of such land dedicated to the City of Loveland for the purposes set forth on this plat.

So sworn this _____ day of _____, 20____.

OUTLOT	USE	OWNERSHIP/MAINTAINED BY
OUTLOT A	BLANKET UTILITY AND CANAL EASEMENT	CITY OF LOVELAND
OUTLOT B	BLANKET UTILITY, DRAINAGE AND PUBLIC ACCESS EASEMENT	CITY OF LOVELAND

OWNERS: CITY OF LOVELAND
227 EAST 2ND STREET
LOVELAND, CO 80537

BRINKMAN CAPITAL, LLC
3528 PRECISION DRIVE #100
FORT COLLINS, CO 80528

ENGINEER: INTERWEST CONSULTING GROUP
1218 ASH STREET, UNIT A
WINDSOR, CO 80550

SURVEYOR: KING SURVEYORS
DAVID DUSDAL
650 GARDEN DRIVE
WINDSOR, CO 80550
PHONE: (970) 686-5011

LAND USE TABLE

LOTS (6)	3.202 ACRES	79%
OUTLOTS (2)	0.813 ACRES	20%
RIGHT OF WAY	0.039 ACRES	1%
TOTAL	4.054 ACRES	100%

PREVIOUS CONDITIONS REFERENCE

Unless otherwise approved by the City, all unsatisfied conditions of approval for the original subdivision shall continue to apply to this property.

FLOOD PLAIN NOTE

Entire property is in flood zone "X", "areas determined to be outside the 0.2% annual chance of floodplain" per FEMA flood map 08069C1189F revised December 19, 2006.

NOTICE

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon. (13-80-105 C.R.S. 2012)

EASEMENT NOTE

Total area in square feet of easements dedicated to the public or the city by this plat. Total area in square feet 27,833. (Excluding easements dedicated exclusively to outside entities or agencies.)

Total area in square feet of easements dedicated to the public or the city that is being vacated by this plat. Total area in square feet 0.00.

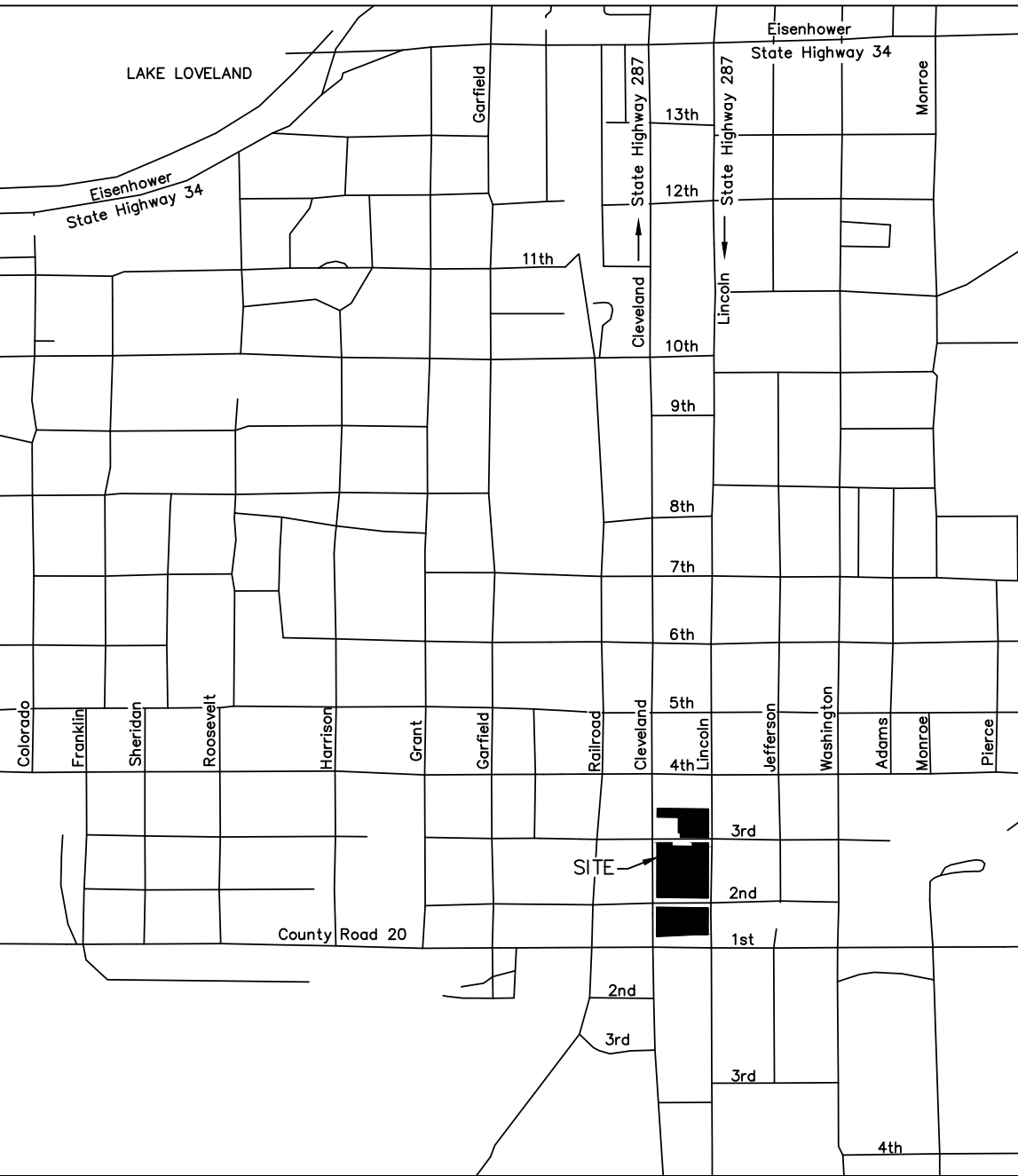
SURVEYOR'S STATEMENT

I, David B. Dusdal, being a registered Professional Land Surveyor in the State of Colorado, do hereby certify that the survey of LOVELAND ELEVENTH SUBDIVISION was made by me or under my supervision and that the survey is accurately represented on this plat and that the statements contained hereon were read by me and some are true to the best of my knowledge.

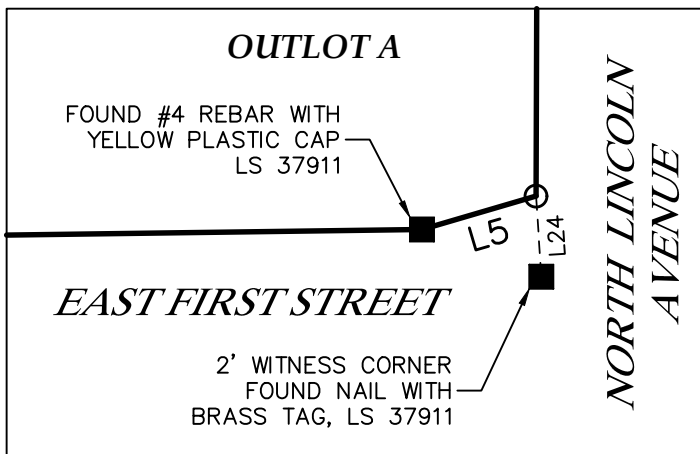
Dated this _____ day of _____, 20____.

PRELIMINARY

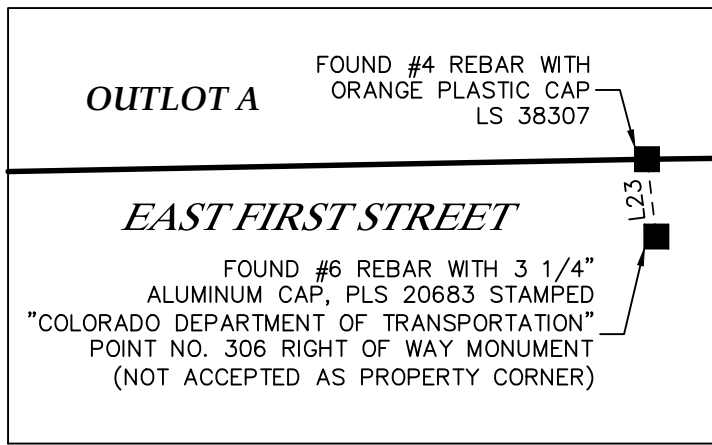
David B. Dusdal – On Behalf Of King Surveyors
Colorado Registered Professional
Land Surveyor #28650



VICINITY MAP
(NOT TO SCALE)



DETAIL A
SCALE: 1"=5'



DETAIL B
(NOT TO SCALE)

LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°13'44"E	24.00'
L2	N89°10'23"W	12.00'
L3	S00°15'40"W	19.03'
L4	N00°11'24"E	20.39'
L5	S73°41'26"W	3.10'
L6	S89°13'38"W	46.93'
L7	S88°53'51"W	37.61'
L8	S87°50'45"W	37.62'
L9	N00°49'37"E	10.00'
L10	N89°44'20"W	10.00'
L11	N89°13'25"W	3.00'
L12	N89°13'25"W	2.00'
L13	N00°15'40"E	10.00'
L14	N00°15'40"E	10.00'
L15	N00°11'24"E	10.00'

LINE TABLE		
LINE	BEARING	LENGTH
L16	N00°11'24"E	10.00'
L17	N00°11'24"E	10.00'
L18	S89°10'23"E	10.00'
L19	S00°49'37"W	10.00'
L20	N00°11'24"E	16.00'
L21	N00°11'24"E	18.58'
L22	N00°15'40"E	21.92'
L23	N06°56'30"W	0.41'
L24	S03°40'17"E	2.10'

KING SURVEYORS
650 E. Garden Drive | Windsor, Colorado 80550
phone: (970) 686-5011 | fax: (970) 686-5821



REVISIONS:	DATE:	CITY COMMENTS & LINE WORK	
		CIL	2/12/17

LOVELAND ELEVENTH SUBDIVISION
FOR
INTERWEST CONSULTING GROUP
1218 ASH STREET, UNIT A
WINDSOR, CO 80550

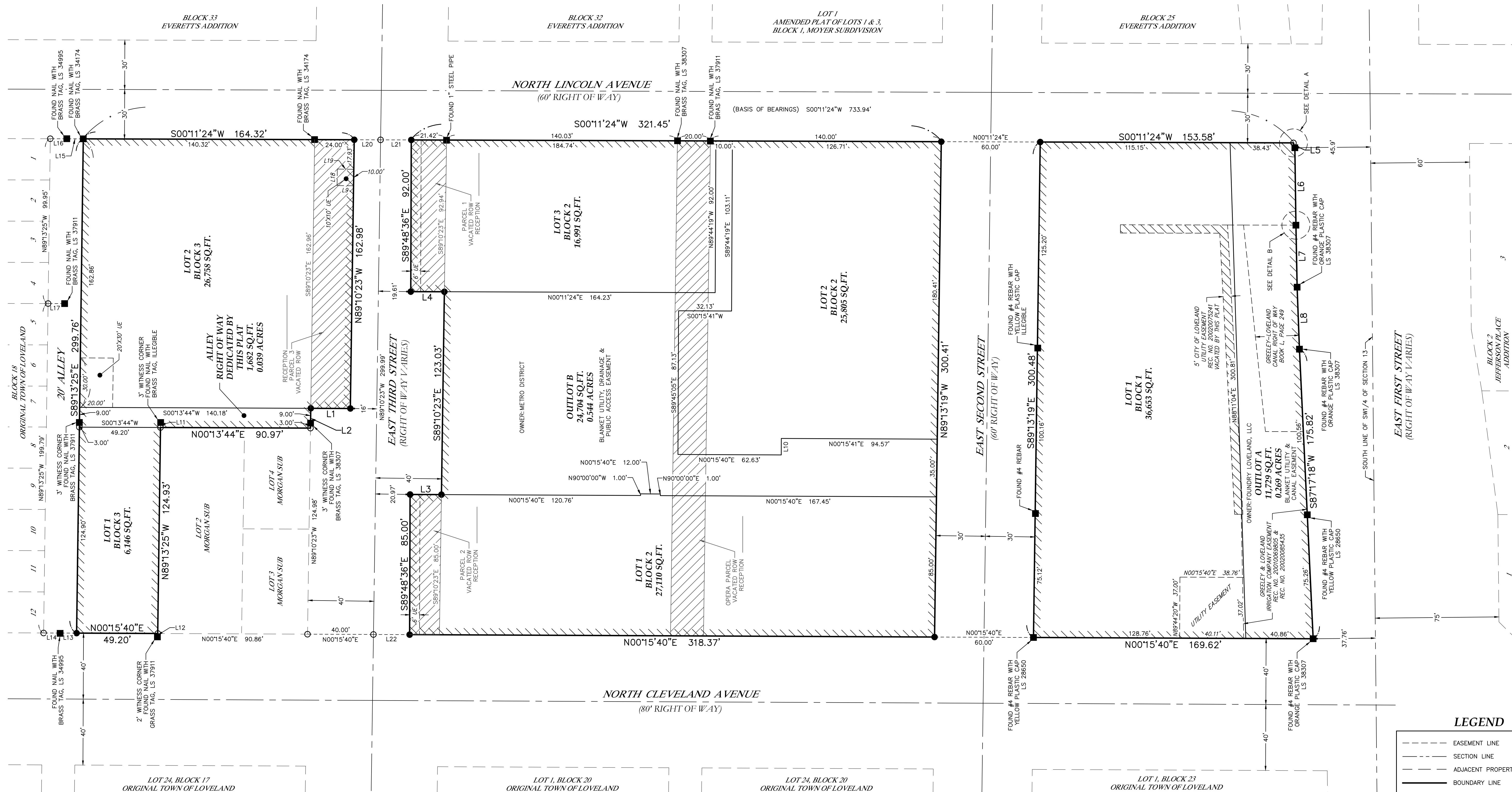
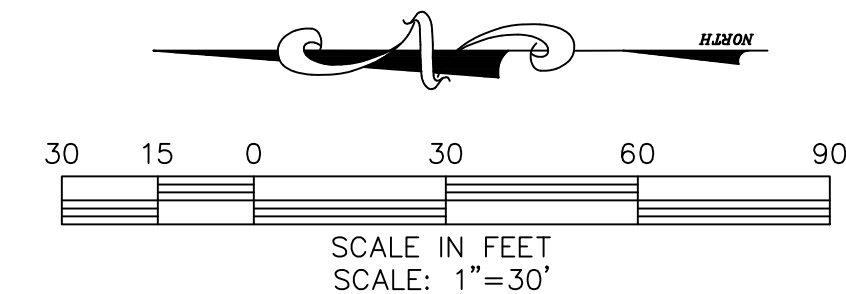
PROJECT #:
20160827

1

SHT 1 OF 2

LOVELAND ELEVENTH SUBDIVISION

Being a Subdivision of Blocks 19, 24, and a portion of Block 18 of the Original Town of Loveland,
and Vacated Rights of Way of East Third Street and Vacated Right of Way of Opera Alley,
Situate in the Southwest Quarter of Section 13, Township 5 North, Range 69 West of the 6th P.M.,
City of Loveland, County of Larimer, State of Colorado



** FOR LINE TABLE SEE SHEET 1 OF 2 **

PRELIMINARY

David B. Dusdal — On Behalf Of King Surveyors
Colorado Registered Professional
Land Surveyor #28650

DATE:
1/3/2017

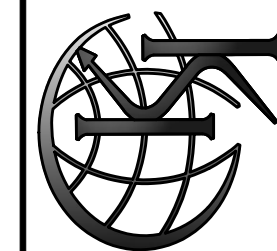
FILE NAME:
20160827SUB

SCALE:
1"=30'

DRAWN BY:
CSK

CHECKED BY:
DBD

KING SURVEYORS
650 E. Garden Drive | Windsor, Colorado 80550
phone: (970) 686-5011 | fax: (970) 686-5821



DATE:

CIL 2/12/17

REVISIONS:
CITY COMMENTS & LINE WORK

LOVELAND ELEVENTH SUBDIVISION
FOR
INTEREST CONSULTING GROUP
1218 ASH STREET, UNIT A
WINDSOR, CO 80550

PROJECT #:
20160827

2

SHT 2 OF 2

SITE DEVELOPMENT PLAN

LOVELAND ELEVENTH SUBDIVISION

THE FOUNDRY

LAND USE TABLE

ZONING	BE - CENTRAL BUSINESS DISTRICT		
MASTER PLAN DESIGNATION	DAC- DOWNTOWN ACTIVITY CENTER		
SITE AREA	84,105 SF	(1.93 AC)	
VACATED ROW	9,505 SF	(0.23 AC)	
GROSS AREA	93,610 SF	(2.15 AC)	
FAR	4.12		
OPEN SPACE	38,513 SF	(0.88 AC)	41%
LANDSCAPE AREA	10,609 SF	(0.24 AC)	
CLEVELAND MIXED USE BUILDING			
BUILDING HEIGHT	67'- 5"		
OCCUPANCY CLASSIFICATION	R-2	(RESIDENTIAL, APARTMENT HOUSE)	
	A-2	(RESTAURANT)	
	M	(RETAIL)	
CONSTRUCTION TYPE			
LEVEL 1	1-A (PER IBC 510.2)		
LEVEL 2-5	V-A		
FULLY SPRINKLERED PER NFPA 13			
TOTAL GROSS BUILDING SF	98,083 SF		
LEVEL 1	12,213 SF	RESIDENTIAL	
LEVEL 1	7,408 SF	RETAIL/RESTAURANT	
LEVEL 2	20,382 SF		
LEVEL 3	19,477 SF		
LEVEL 4	19,523 SF		
LEVEL 5	19,081 SF		
LINCOLN MIXED USE BUILDING			
BUILDING HEIGHT	67'- 1"		
OCCUPANCY CLASSIFICATION	R-2	(RESIDENTIAL, APARTMENT HOUSE)	
	A-2	(RESTAURANT)	
	M	(RETAIL)	
CONSTRUCTION TYPE			
LEVEL 1	1-A (PER IBC 510.2)		
LEVEL 2-5	V-A		
FULLY SPRINKLERED PER NFPA 13			
TOTAL GROSS BUILDING SF	58,817 SF		
LEVEL 1	3,339 SF	RESIDENTIAL	
LEVEL 1	8,371 SF	RETAIL/RESTAURANT	
LEVEL 2	11,940 SF		
LEVEL 3	11,731 SF		
LEVEL 4	11,733 SF		
LEVEL 5	11,703 SF		
PARKING GARAGE			
BUILDING HEIGHT	59'- 4"		
OCCUPANCY CLASSIFICATION	S-2 (PARKING)		
CONSTRUCTION TYPE			
ENCLOSED PARKING GARAGE	IA		
FULLY SPRINKLERED PER NFPA 13			
OPEN PARKING GARAGE	IIB		
NOT SPRINKLERED AT OPEN PARKING LEVEL 1 TO LEVEL 5			
TOTAL GROSS SF BELOW GRADE	60,636 SF		
TOTAL GROSS SF ABOVE GRADE	168,516 SF		
GRAND TOTAL GROSS SF	229,152 SF		
LEVEL B	60,636 SF		
LEVEL 1	22,320 SF		
LEVEL 2	22,320 SF		
LEVEL 3	22,320 SF		
LEVEL 4	22,320 SF		
LEVEL 5	18,600 SF		

PARKING DATA

RESIDENTIAL			
PARKING REQUIRED	155 UNITS (2 PER UNIT)		=310 SPACES REQUIRED
BEDROOM BREAKDOWN			
125	1.0 BEDROOM UNITS		
2	1.5 BEDROOM UNITS		
24	2.0 BEDROOM UNITS		
4	3.0 BEDROOM UNITS		
TOTAL	188 BEDROOM UNITS		
PARKING PROVIDED	0.70 SPACES PER BEDROOM		
	0.10 SPACES PER BEDROOM VISITOR		= 150 SPACES PROVIDED
RETAIL			
	13,969 SF + 6,000 SF OUTDOOR DINING SPACE		
PARKING REQUIRED	(1 SPACE PER 300 SF)		= 66 SPACES REQUIRED
THEATER (FUTURE SDP)			
	625 SEATS		
PARKING REQUIRED	1 SPACE PER 3 SEATS		= 208 SPACES REQUIRED
HOTEL (FUTURE SDP)			
	95 ROOMS + 12 EMPLOYEES		
PARKING REQUIRED	1 SPACE PER UNIT		
	0.75 SPACES PER EMPLOYEE		= 105 SPACES REQUIRED
TOTAL SPACES REQUIRED = 529 SPACES REQUIRED			
20% SHARED PARKING REDUCTION = 423 SPACES REQUIRED			
PARKING PROVIDED IN PARKING GARAGE			463 SPACES PROVIDED
BIKE PARKING REQUIRED (2 SPACES PER 25 AUTO)			38 SPACES REQUIRED
BIKE PARKING PROVIDED			42 SPACES PROVIDED
(THIS SITE IS LOCATED WITHIN GENERAL IMPROVEMENT DISTRICT #1 PER ORDINANCE _____).			

SIGNATURES AND APPROVALS

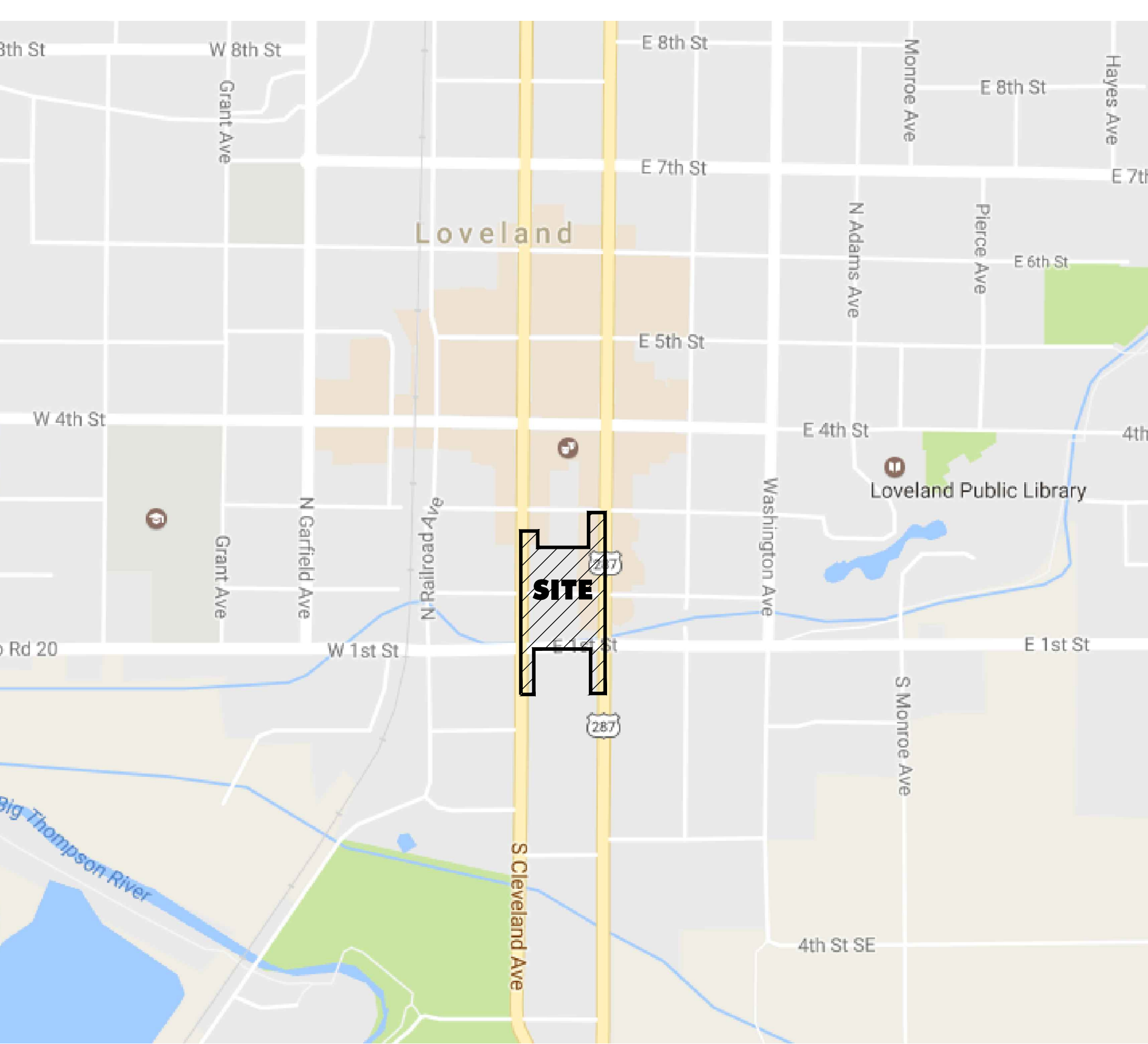
APPROVED THIS _____ DAY OF _____, 20____ BY THE
CURRENT PLANNING MANAGER OF CITY OF LOVELAND, COLORADO.

CURRENT PLANNING MANAGER _____

SHEET INDEX

SHEET 1 OF 18	COVER SHEET
SHEET 2 OF 18	SITE PLAN
SHEET 3 OF 18	LANDSCAPE PLAN, PLANT DETAILS
SHEET 4 OF 18	SITE DETAILS
SHEET 5 OF 18	CLEVELAND MIXED-USE ELEVATIONS
SHEET 6 OF 18	LINCOLN MIXED-USE ELEVATIONS
SHEET 7 OF 18	PARKING GARAGE ELEVATIONS
SHEET 8 OF 18	CLEVELAND AXON SHEET
SHEET 9 OF 18	LINCOLN AXON SHEET
SHEET 10 OF 18	PARKING GARAGE AXON
SHEET 11 OF 18	GROUND LEVEL PERSPECTIVES
SHEET 12 OF 18	GROUND LEVEL PERSPECTIVES
SHEET 13 OF 18	MATERIALS BOARD
SHEET 14 OF 18	SITE PHOTOMETRIC PLAN
SHEET 15 OF 18	SITE PHOTOMETRIC PLAN
SHEET 16 OF 18	SITE PHOTOMETRIC PLAN
SHEET 17 OF 18	SITE PHOTOMETRIC PLAN
SHEET 18 OF 18	SITE PHOTOMETRIC PLAN

VICINITY MAP



OWNERS CERTIFICATION

OWNER: THE FOUNDRY LOVELAND, LLC

By: _____

Title: _____

STATE OF COLORADO) ss.

COUNTY OF LARIMER)

The foregoing instrument was acknowledged before me this _____ day of _____, 2016, by _____.

Witness my hand and official seal.

My Commission Expires: _____

OWNER: CITY OF LOVELAND

By: _____

Title: _____

STATE OF COLORADO) ss.

COUNTY OF LARIMER)

The foregoing instrument was acknowledged before me this _____ day of _____, 2016, by _____.

Witness my hand and official seal.

My Commission Expires: _____

TRANSPORTATION CONDITIONS (DRAFT)

- ALL PUBLIC IMPROVEMENTS SHALL COMPLY WITH THE LARIMER COUNTY URBAN AREA STREET STANDARDS (LCUASS).
- THE DEVELOPER AGREES TO ACQUIRE AND DEDICATE, AT NO COST TO THE CITY, ANY RIGHTS-OF-WAY NECESSARY FOR THE REQUIRED STREET IMPROVEMENTS ASSOCIATED WITH THIS DEVELOPMENT.
- PRIOR TO APPROVAL OF THE PUBLIC IMPROVEMENT CONSTRUCTION PLANS (PICPS), A CDOT ACCESS PERMIT MUST BE OBTAINED FOR THE INTERSECTIONS ON CLEVELAND AVENUE AND LINCOLN AVENUE ADJACENT TO THE DEVELOPMENT.
- PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS WITH THE XXXXX SUBDIVISION NAME HERE, PURSUANT TO THE PROVISIONS IN SECTION 16.40.010.B OF THE LOVELAND MUNICIPAL CODE, THE DEVELOPER SHALL DESIGN AND CONSTRUCT THE FOLLOWING PUBLIC IMPROVEMENTS UNLESS ALREADY DESIGNED AND CONSTRUCTED BY OTHERS:
 - ALL PUBLIC STREET IMPROVEMENTS ON NORTH LINCOLN AVENUE, NORTH CLEVELAND AVENUE, EAST 2ND STREET, AND EAST 3RD STREET INCLUDING ROADWAY PAVING, SIGNING AND STRIPPING, CURB AND GUTTER, RAMPS AND SIDEWALKS AS SHOWN ON THE CITY APPROVED PUBLIC IMPROVEMENT CONSTRUCTION PLANS TITLED THE FOUNDRY PREPARED BY INTERWEST CONSULTING GROUP.
- CITY SIGNED SITE DEVELOPMENT PLANS (INCLUDING ANY ASSOCIATED PUBLIC IMPROVEMENT CONSTRUCTION PLANS), OR THE ISSUANCE OF BUILDING PERMITS, DOES NOT ALLOW ANY CONSTRUCTION WITHIN THE PUBLIC STREET OR ALLEY RIGHTS-OF-WAY OR PEDESTRIAN EASEMENTS. A SEPARATE CITY DEVELOPMENT CONSTRUCTION PERMIT OR STREET RIGHT-OF-WAY (ROW) WORK PERMIT MUST BE OBTAINED BY THE DEVELOPER AND/OR HIS CONTRACTOR AT THE CITY PROJECT ENGINEERING OFFICE (AND APPROVED BY PROJECT ENGINEERING) PRIOR TO ANY REPAIR OR CONSTRUCTION OF SIDEWALK, CURB AND GUTTER, DRIVEWAY ACCESSSES, OR ANY OTHER CONSTRUCTION IN THE CITY STREET OR ALLEY RIGHTS-OF-WAY OR PEDESTRIAN EASEMENTS. (THIS INCLUDES ALL ITEMS PROPOSED IN RIGHTS-OF-WAY SUCH AS UTILITY STREET CUTS, SIDEWALK RAMPS, CONSTRUCTION STAGING PROPOSED IN STREET, LANDSCAPING, TRAFFIC CONTROL, ETC.). (CALL 970-962-2510 TO DISCUSS DETAILS TO OBTAIN A ROW WORK PERMIT).
- PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY THAT WILL INVOLVE ANY EXISTING OR PROPOSED STREET SIGNS OR TRAFFIC CONTROL DEVICES FOR OR WITHIN PUBLIC STREETS RIGHTS-OF-WAY(ROW), THE DEVELOPER AND OR HIS CONTRACTOR SHALL CONTACT THE CITY TRAFFIC DIVISION AT (970) 962-2535 TO COORDINATE THE REMOVAL, RELOCATION, INSTALLATION, AND OR PROPER STORING OF THE SIGN(S) OR TRAFFIC CONTROL DEVICE(S) AND OBTAIN A ROW WORK PERMIT FROM THE CITY PUBLIC WORKS ENGINEERING DIVISION TO DO SUCH WORK. HOWEVER, IF THE DEVELOPER AND OR HIS OR HER CONTRACTOR REMOVES OR RELOCATES ANY EXISTING STREET SIGN(S) OR TRAFFIC CONTROL DEVICE(S) AS DEEMED NECESSARY BY THE CITY. THE DEVELOPER AND OR HIS CONTRACTOR WILL ALSO BE CHARGED TO REPLACE ANY EXISTING STREET SIGNS OR TRAFFIC CONTROL DEVICES THAT WERE DAMAGED OR BLEMISHED DURING ANY CONSTRUCTION ACTIVITY AS DEEMED NECESSARY BY THE CITY. THE DEVELOPER AND OR HIS CONTRACTOR MAY ALSO BE SUBJECT TO ADDITIONAL FINES AS PER THE LOVELAND MUNICIPAL CODE.
- ALL TREES, SHRUBS, AND OTHER PLANT MATERIALS LOCATED WITHIN CLEAR SIGHT TRIANGLES SHALL BE TRIMMED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 7 OF THE LARIMER COUNTY URBAN AREA STREET STANDARDS (LUCASS). UNDER CURRENT LCUASS REQUIREMENTS, TREES SHALL BE LIMBED TO A HEIGHT OF NOT LESS THAN EIGHT (8) FEET AND SHRUBS AND OTHER PLANT MATERIALS SHALL BE MAINTAINED AT A HEIGHT OF NOT MORE THAN THIRTY (30) INCHES, AND SAID MAINTENANCE SHALL BE CONDUCTED IN PERPETUITY. TREES ARE ALSO REQUIRED TO BE KEPT LIMBED UP A MINIMUM OF EIGHT (8) FEET ABOVE ALL STREET SIDEWALKS.



3003 Larimer Street
Denver, Colorado 80205
phone 303.861.5704
www.ozarch.com



1603 Oakridge Drive
Fort Collins, CO 80525
phone 970.223.7577
www.bhadesign.com

THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO: 115253.02
DRAWN: DE
CHECKED: MM
APPROVED: RS
DATE: FEB 13, 2017

© OZ ARCHITECTURE

THE FOUNDRY

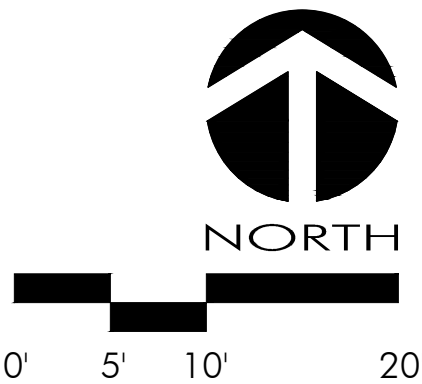
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SDP RESUBMITTAL

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COVER SHEET

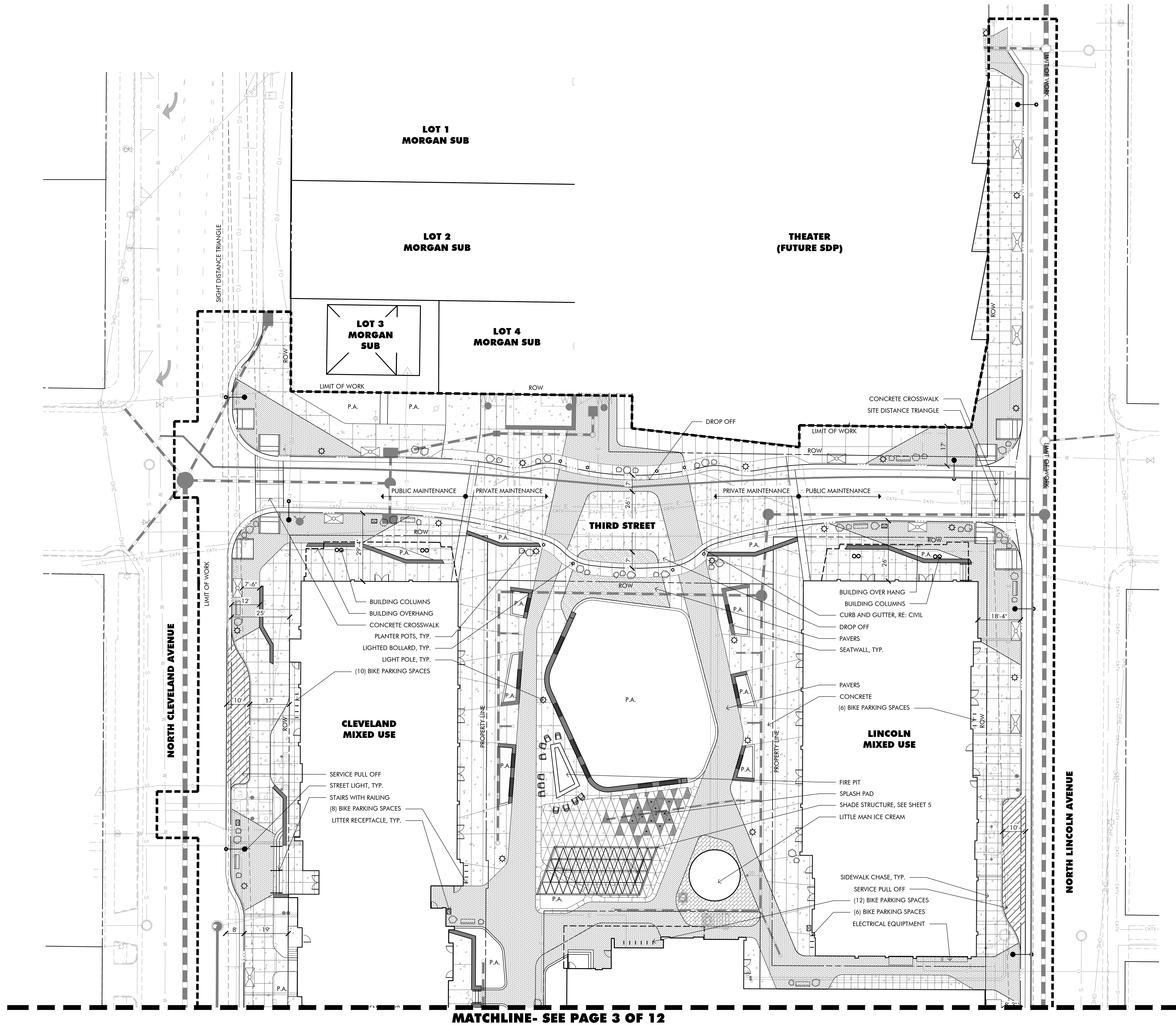
SCALE:
SHEET NUMBER

SHEET 1 OF 18

PC ATTACHMENT 6

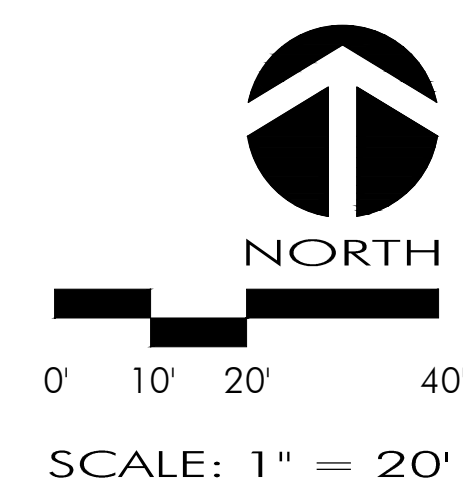


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LEGEND

- LIGHTED BOLLARD
- PLANTER POT
- TREE GRATE
- PEDESTRIAN LIGHT
- STREET LIGHT
- BENCH
- LITTER RECEPTACLE
- P.A. PLANTING AREA
- PAVERS
- CONCRETE



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SDP RESUBMITTAL

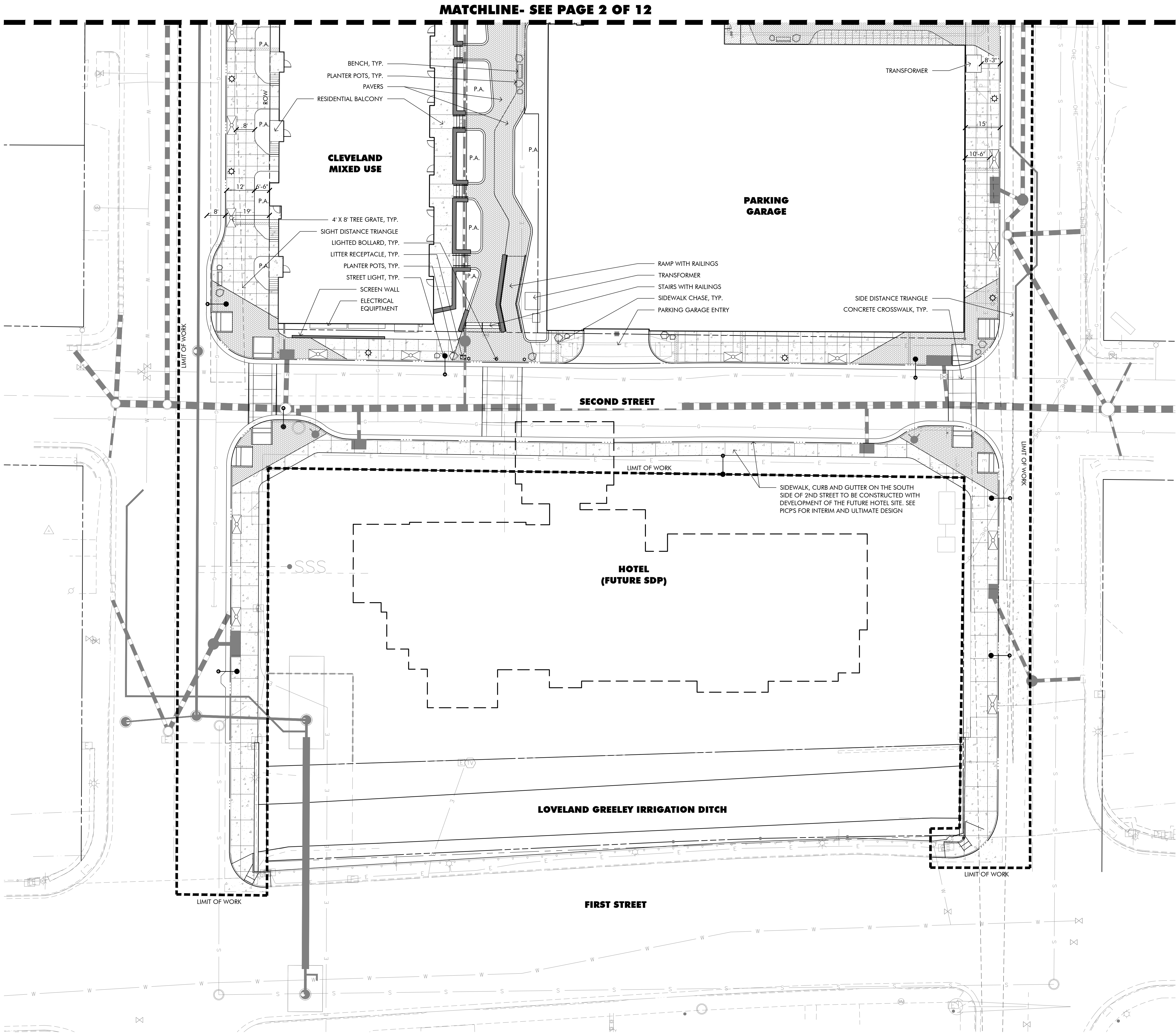
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SITE PLAN (1 OF 2)

SCALE:
SHEET NUMBER

SHEET 2 OF 18

PC ATTACHMENT 6

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LEGEND

- LIGHTED BOLLARD
- PLANTER POT
- TREE GRATE
- PEDESTRIAN LIGHT
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THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO. 115253.02
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THE FOUNDRY
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SDP RESUBMITTAL

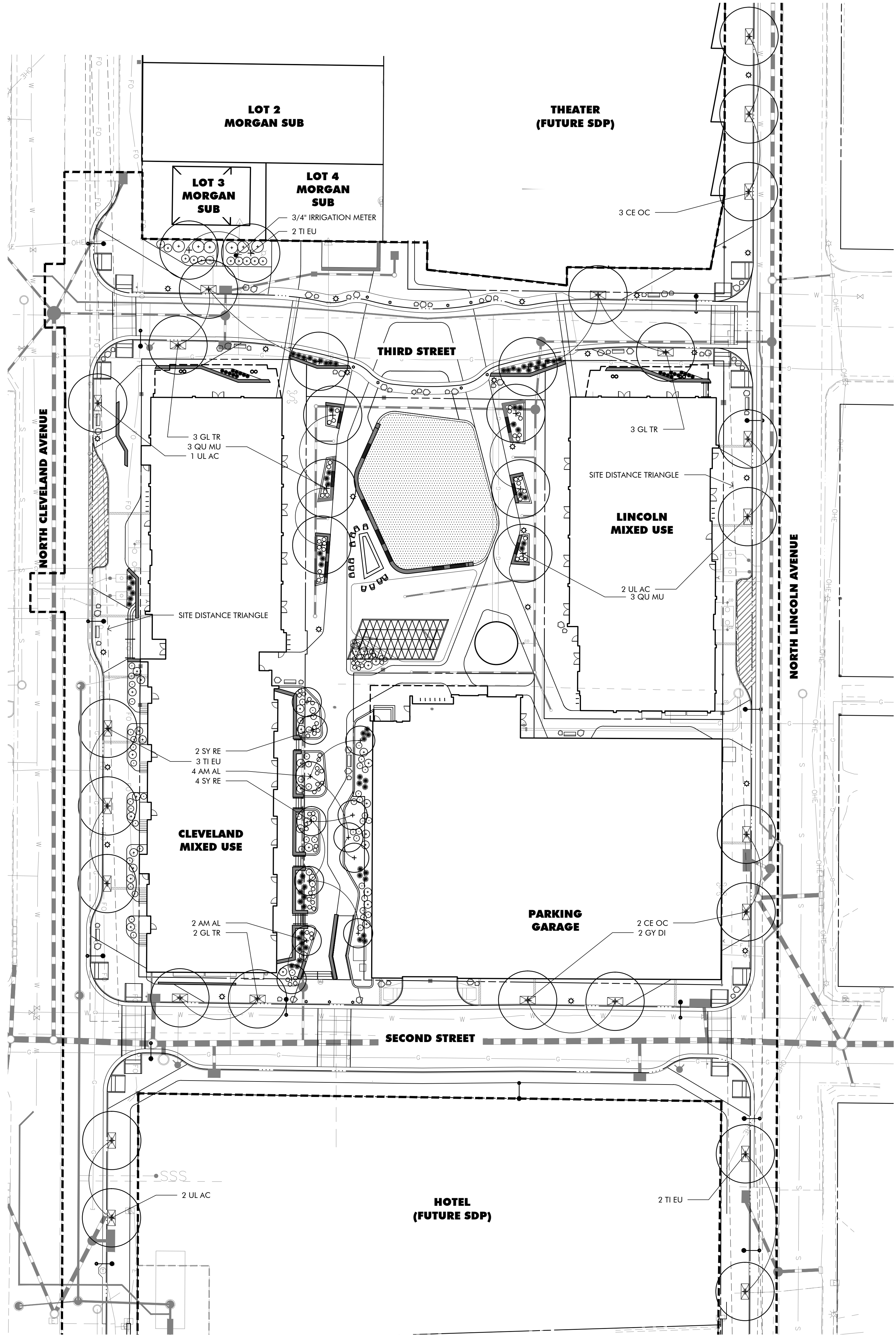
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SITE PLAN (2 OF 2)

SCALE:
SHEET NUMBER

SHEET 3 OF 18

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LANDSCAPE NOTES

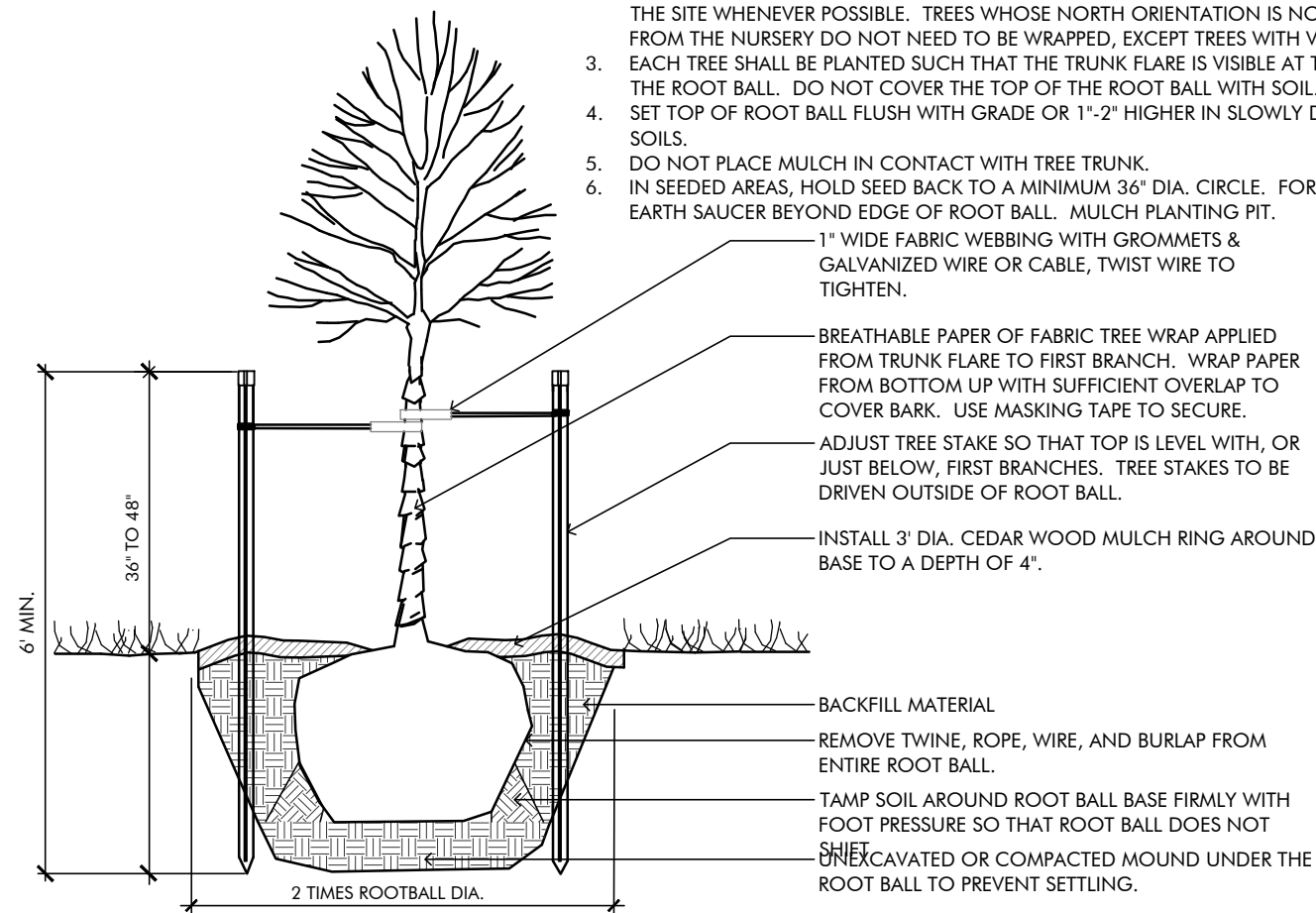
- LANDSCAPING MUST BE INSTALLED OR SECURED WITH AN IRREVOCABLE LETTER OF CREDIT, PERFORMANCE BOND, OR ESCROW ACCOUNT FOR 125% OF THE VALUATION OF THE MATERIALS AND LABOR PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- LANDSCAPING SHALL BE INSTALLED AND MAINTAINED BY THE PROPERTY OWNER, INCLUDING TREES AND GROUND COVER WITHIN THE R.O.W. SHARED MAINTENANCE OF THE RIVER BUFFER AREA MAY BE DEFINED BY SEPARATE AGREEMENT OR THE DEVELOPMENT AGREEMENT.
- THE FOLLOWING SEPARATIONS SHALL BE PROVIDED BETWEEN TREES/SHRUBS AND UTILITIES:
 - 40 FEET BETWEEN CANOPY TREES AND STREET LIGHTS
 - 15 FEET BETWEEN ORNAMENTAL TREES AND STREETLIGHTS
 - 10 FEET BETWEEN TREES AND PUBLIC WATER AND SANITARY AND STORM SEWER LINES
 - 6 FEET BETWEEN TREES AND WATER AND SANITARY SERVICE LINES
 - 4 FEET BETWEEN TREES AND GAS LINES
 - 4 FEET BETWEEN SHRUBS AND PUBLIC WATER AND SANITARY AND STORM SEWER LINES
- FIELD LOCATE UTILITIES PRIOR TO PLANTING.
- TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
- A FREE PERMIT MUST BE OBTAINED FROM THE CITY FORESTER BEFORE ANY TREES OR SHRUBS AS NOTED ON THIS PLAN ARE PLANTED, PRUNED OR REMOVED ON THE PUBLIC RIGHT-OF-WAY. THIS INCLUDES ZONES BETWEEN THE SIDEWALK AND CURB, MEDIAN AND OTHER CITY PROPERTY. THIS PERMIT SHALL APPROVE THE LOCATION AND SPECIES TO BE PLANTED. FAILURE TO OBTAIN THIS PERMIT MAY RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.
- THE DEVELOPER SHALL CONTACT THE CITY FORESTER TO INSPECT ALL TREE PLANTINGS AT THE COMPLETION OF EACH PHASE OF THE DEVELOPMENT. ALL TREES NEED TO HAVE BEEN INSTALLED AS SHOWN ON THE LANDSCAPE PLAN. APPROVAL OF STREET TREE PLANTING IS REQUIRED BEFORE FINAL APPROVAL OF EACH PHASE. FAILURE TO OBTAIN APPROVAL BY THE CITY FORESTER FOR THE STREET TREES IN A PHASE SHALL RESULT IN A HOLD ON CERTIFICATE OF OCCUPANCY FOR FUTURE PHASES OF THE DEVELOPMENT.
- ALL TREES, SHRUBS, AND OTHER PLANT MATERIALS LOCATED WITHIN CLEAR SIGHT TRIANGLES SHALL BE TRIMMED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 7.0 OF THE LARIMER COUNTY URBAN AREA STREET STANDARDS (LUAS). UNDER CURRENT LUAS REQUIREMENTS, TREES SHALL BE LIMBED TO A HEIGHT OF NOT LESS THAN EIGHT (8) FEET AND SHRUBS AND OTHER PLANT MATERIALS SHALL BE MAINTAINED AT A HEIGHT OF NOT MORE THAN THIRTY (30) INCHES, AND SAID MAINTENANCE SHALL BE CONDUCTED IN PERPETUITY. TREES ARE ALSO REQUIRED TO BE KEPT LIMBED UP A MINIMUM OF EIGHT (8) FEET ABOVE ALL STREET SIDEWALKS.

LEGEND

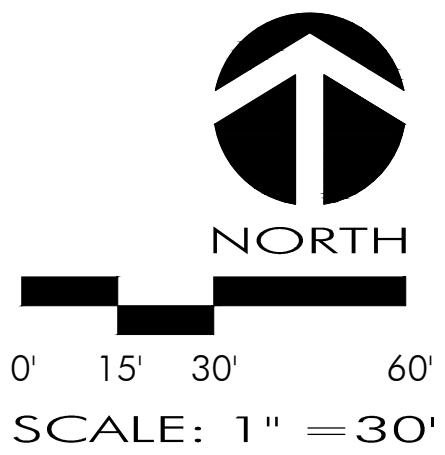
- TEXAS HYBRID BLUEGRASS SOD
- DECIDUOUS SHADE TREE
- DECIDUOUS ORNAMENTAL TREE
- DECIDUOUS SHRUB
- ORNAMENTAL GRASSES
- PERENNIALS

GENERAL TREE PLANTING NOTES

- PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.
- MARK NORTH SIDE OF THE TREE IN THE NURSERY AND ROTATE TREE TO FACE NORTH AT THE SITE WHENEVER POSSIBLE. TREES WHOSE NORTH ORIENTATION IS NOT CHANGED FROM THE NURSERY DO NOT NEED TO BE WRAPPED, EXCEPT TREES WITH VERY THIN BARK.
- EACH TREE SHALL BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
- SET TOP OF ROOT BALL FLUSH WITH GRADE OR 1'-2" HIGHER IN SLOWLY DRAINING SOILS.
- DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK.
- IN SEEDED AREAS, HOLD SEED BACK TO A MINIMUM 36" DIA. CIRCLE. FORM A 4" HIGH EARTH SAUCER BEYOND EDGE OF ROOT BALL. MULCH PLANTING PIT.

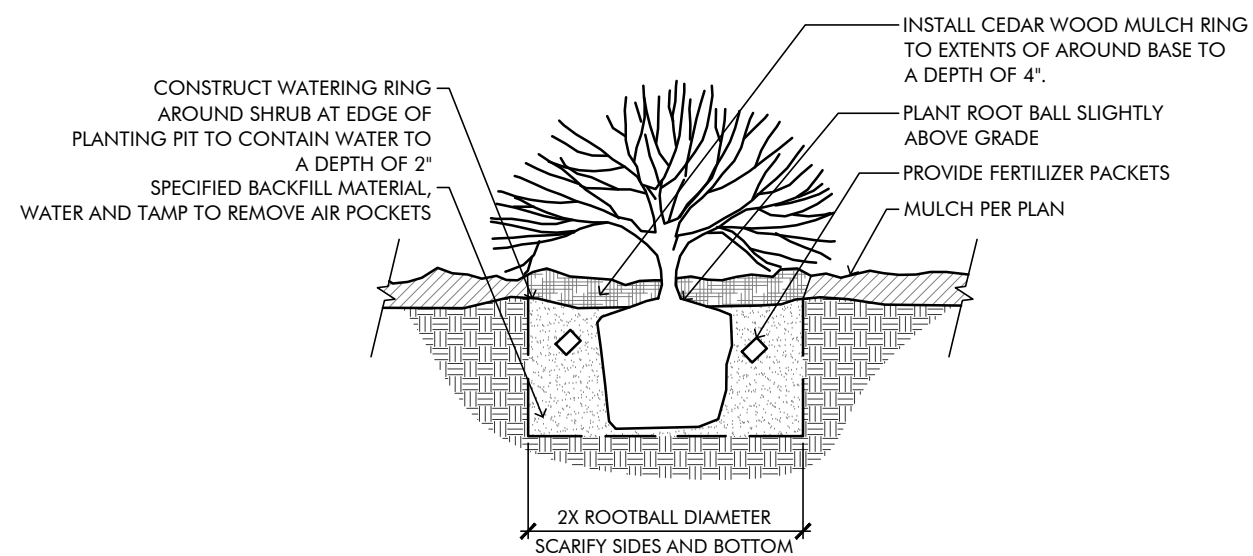


DECIDUOUS TREE PLANTING



PLANT LIST

Deciduous Trees					
Symbol	Botanical Name	Common Name	Size	Root	Quantity
CE OC	Celtis occidentalis	Common Hackberry	2' Cal.	BB	5
GL TR	Gleditsia triacanthos inermis	Honeylocust	2' Cal.	BB	8
GY DI	Gymnocladus dioica 'Espresso'	Seedless Kentucky Coffeetree	2' Cal.	BB	3
QU MU	Quercus muehlenbergii	Chinkapin Oak	2' Cal.	BB	7
TI EU	Tilia x euchlora	Redmond Linden	2' Cal.	BB	7
UL AC	Ulmus 'Morton'	Accolade Elm	2' Cal.	BB	7
Ornamental Trees					
AM AL	Amelanchier alnifolia	Saskatoon Serviceberry	2' Cal.	BB	4
SY RE	Syringa reticulata	Japanese Tree Lilac	2' Cal.	BB	6
Dedicuous Shrubs					
AM RE	Amelanchier alnifolia 'Regent'	Regent Serviceberry	5 Gal.	Cont.	
AM CA	Amorpha canescens	Leadplant	5 Gal.	Cont.	
AR ME	Aronia melanocarpa 'Iriquois Beauty'	Iriquois Beauty Dwarf Chokeberry	5 Gal.	Cont.	
DA CM	Daphne x burkwoodi 'Carol Mackie'	Carol Mackie Daphne	5 Gal.	Cont.	
EU AL	Euonymus alatus 'Compactus'	Dwarf Burning Bush	5 Gal.	Cont.	
PO GD	Potentilla fruticosa 'Gold Drop'	Gold Drop Potentilla	5 Gal.	Cont.	
PR CI	Prunus cistena	Purple Leaf Plum	5 Gal.	Cont.	
SP JA	Spirea japonica 'Limemound'	Limemound Spirea	5 Gal.	Cont.	
Ornamental Grasses					
BO GR	Bouteloua gracilis 'Blonde Ambition'	Blonde Ambition Blue Grama Grass	1 Gal.	Cont.	
CA BR	Calamagrostis brachytricha	Korean Feather Reed Grass	1 Gal.	Cont.	
CA KF	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 Gal.	Cont.	
IM RB	Imperata cylindrica 'Red Baron'	Rad Baron Japanese Bloodgrass	1 Gal.	Cont.	
PE AL	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 Gal.	Cont.	
SC SC	Schizachyrium scoparium 'Standing Ovation'	Little Bluestem	1 Gal.	Cont.	
Perennials					
AC MI	Achillea millefolium 'Pomegranate'	Pomegranate Yarrow	1 Gal.	Cont.	
CE PL	Cerastostigma plumbaginoides	Plumbago	1 Gal.	Cont.	
CE RU	Centranthus ruber	Jupiter's Beard	1 Gal.	Cont.	
CO GR	Coreopsis grandiflora 'Sunray'	Dwarf Double Coreopsis	1 Gal.	Cont.	
LE AL	Leucanthemum superbum 'Alaska'	Shasta Daisy	1 Gal.	Cont.	
NE WL	Nepeta faassenii 'Walker's Low'	Walker's Low Catmint	1 Gal.	Cont.	
RU FU	Rudbeckia fulgida 'Goldsturm'	Black Eyed Susan	1 Gal.	Cont.	



SHRUB PLANTING



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THE FOUNDRY

SITE DEVELOPMENT PLAN

LOVELAND, CO 80538

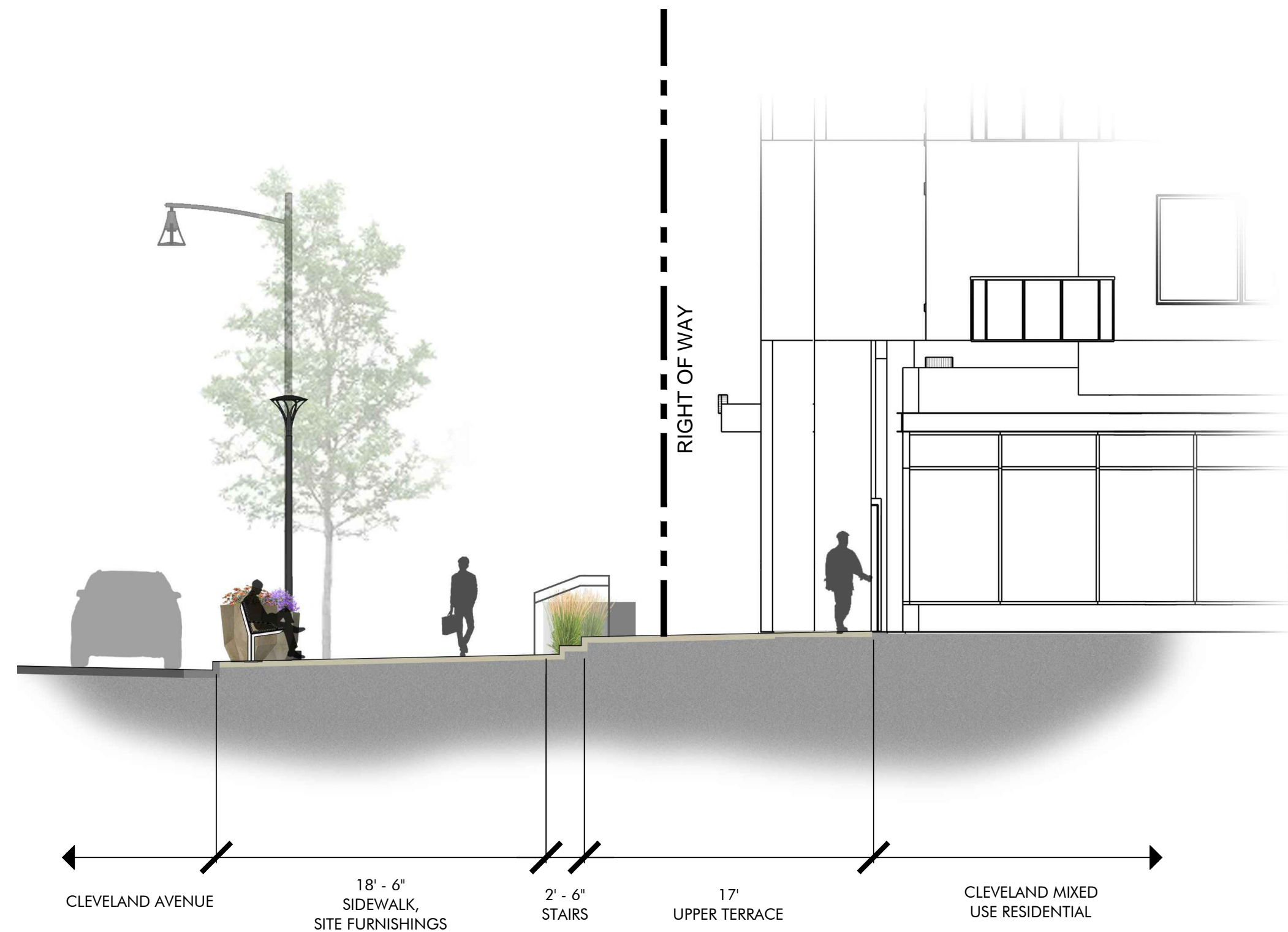
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APPROVED: RS
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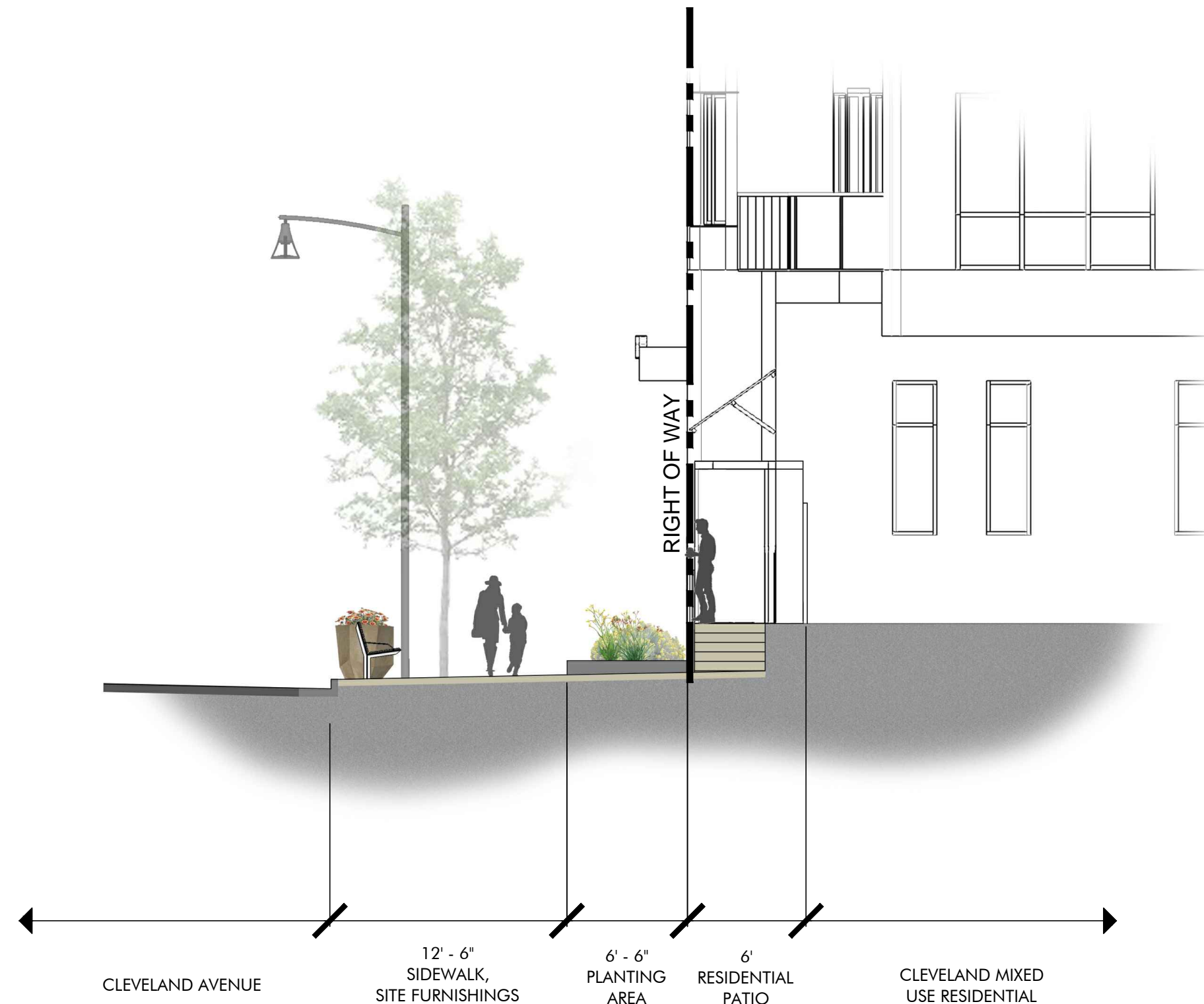
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SDP RESUBMITTAL
SHEET TITLE:
LANDSCAPE PLAN

SCALE:
SHEET NUMBER
SHEET 4 OF 18

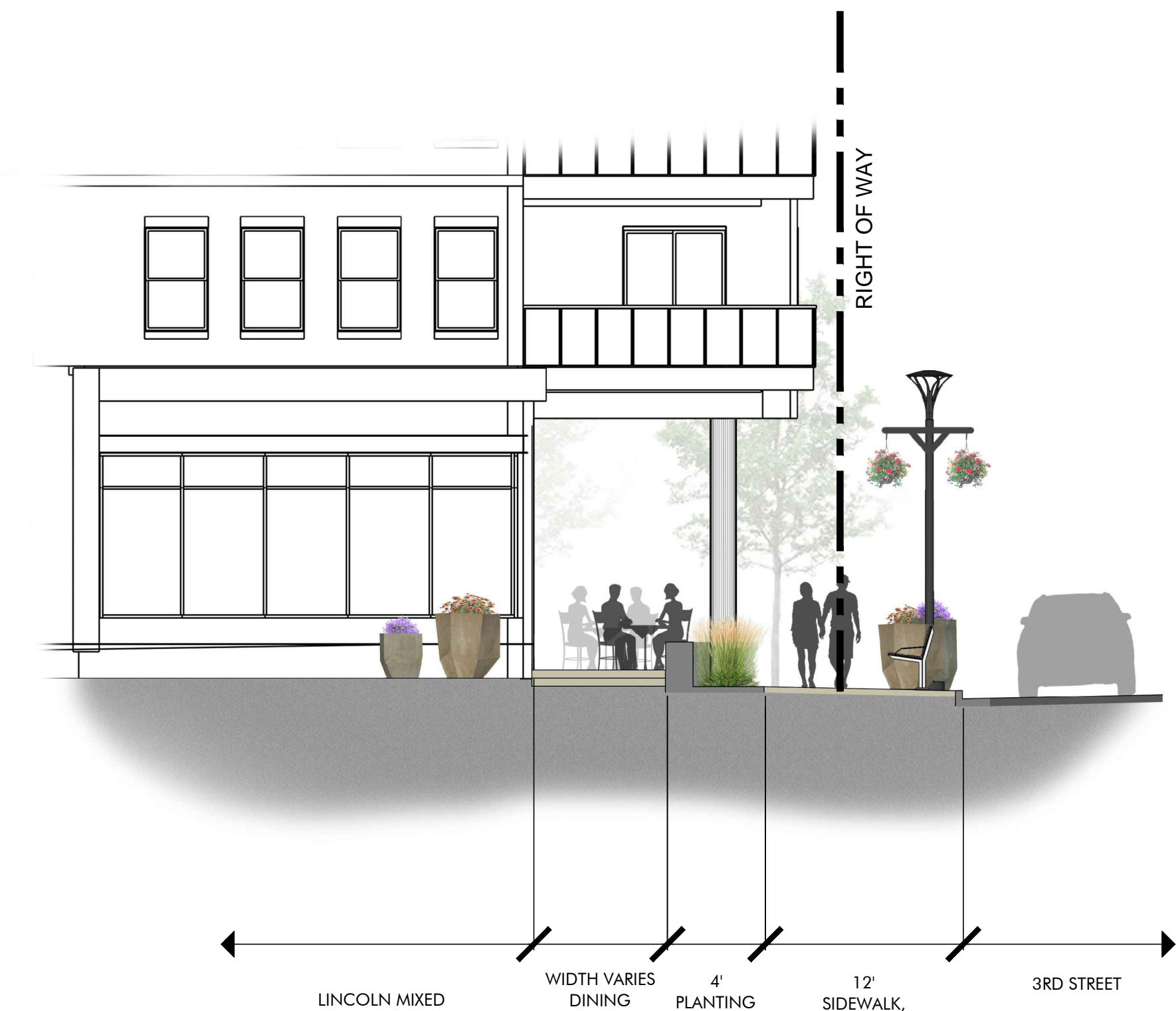
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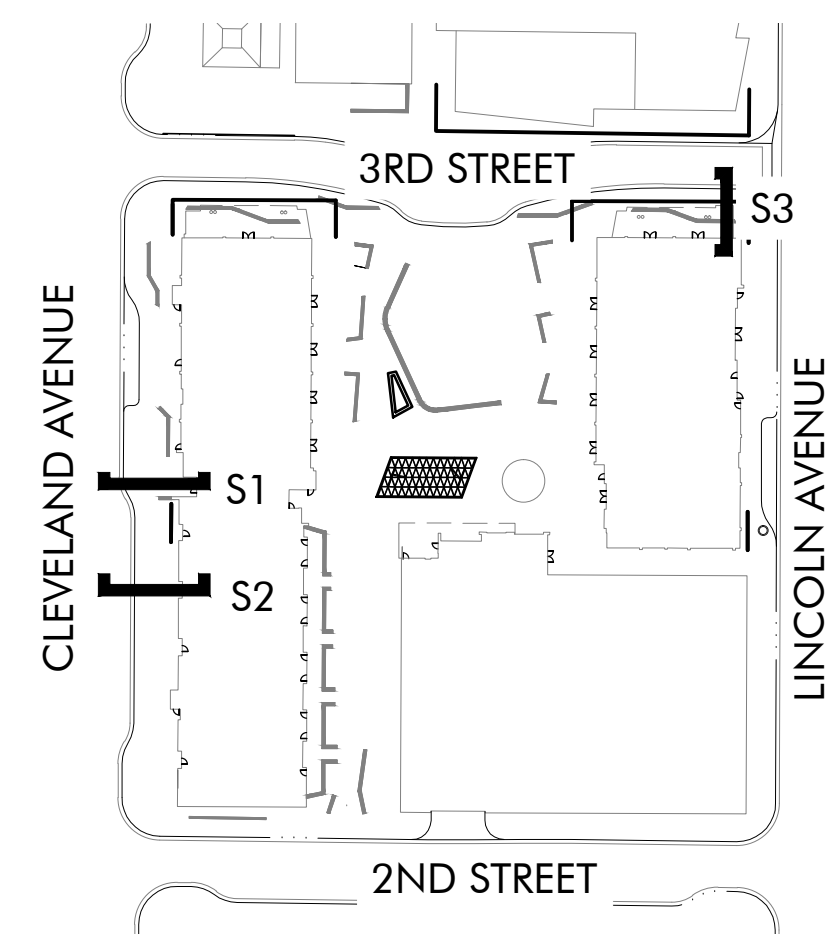
S1 CLEVELAND MIXED USE RESIDENTIAL, CLEVELAND STREET



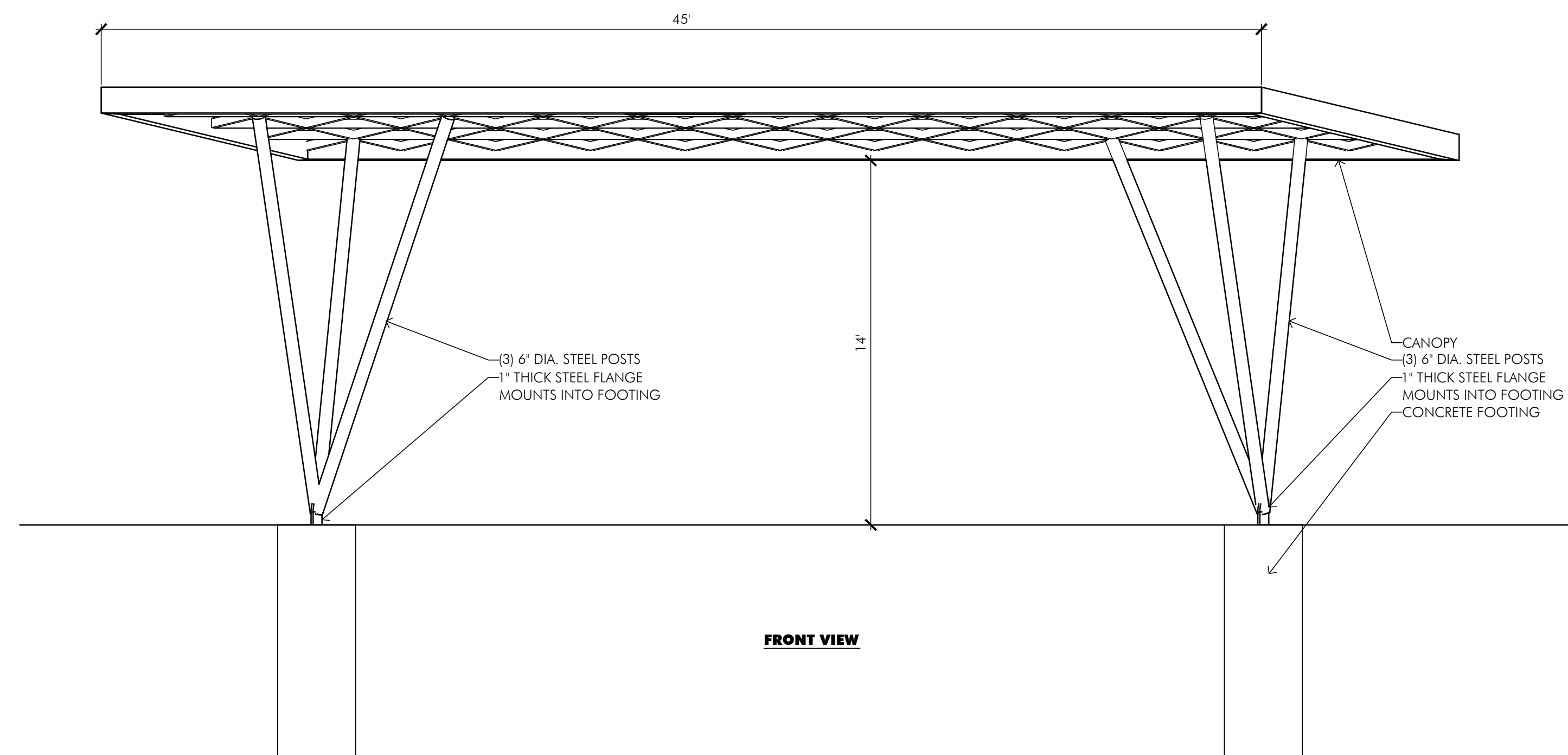
S2 CLEVELAND MIXED USE RESIDENTIAL, CLEVELAND STREET



S3 LINCOLN MIXED USE RESIDENTIAL, 3RD STREET

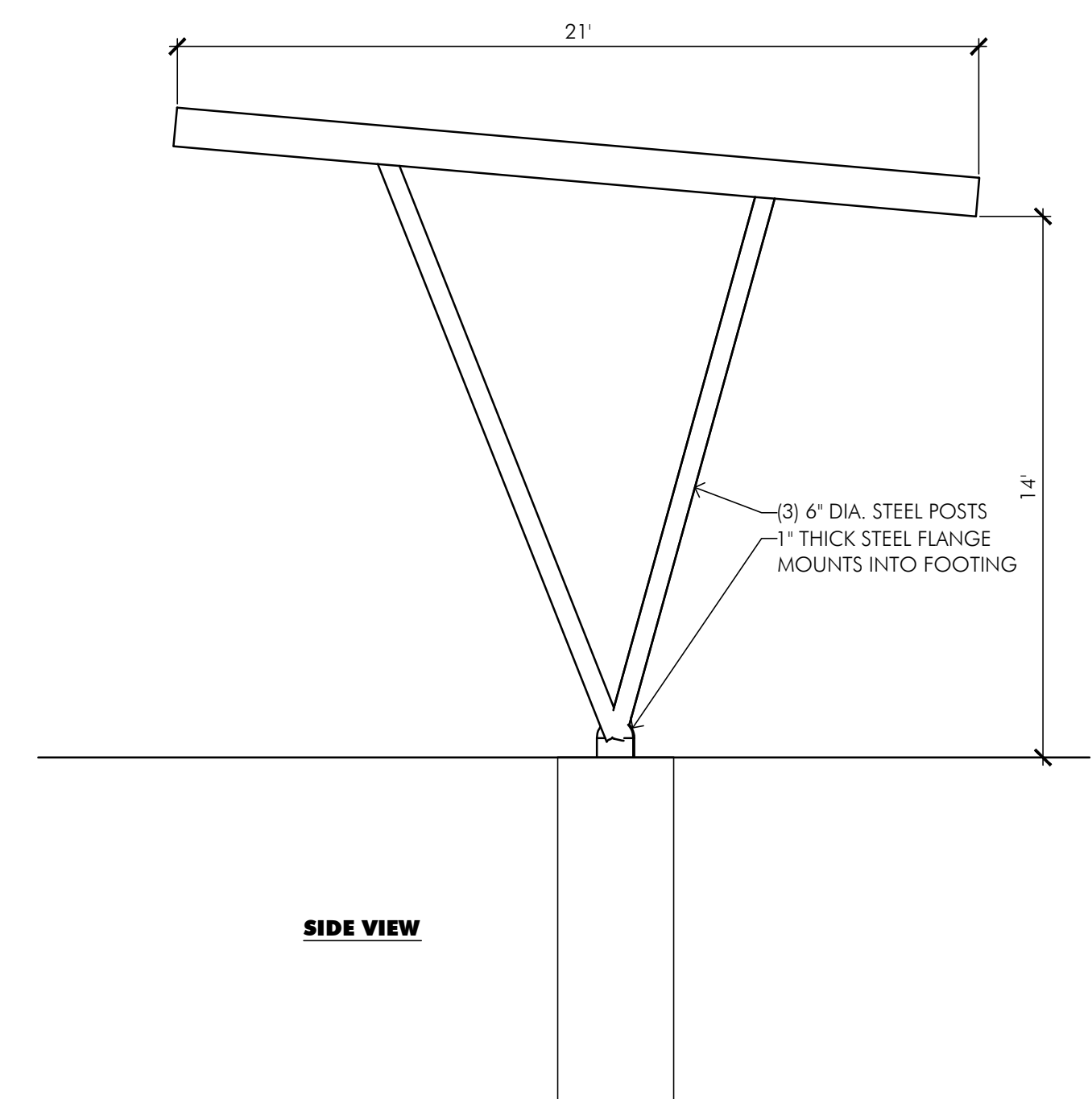


KEY MAP



FRONT VIEW

SHADE STRUCTURE



SIDE VIEW



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SHEET TITLE:
SITE DETAILS

SCALE:
SHEET NUMBER

SHEET 5 OF 18

NOTES

1. ALL ROOFTOP MECHANICAL EQUIPMENT TO BE SCREENED FROM STREET LEVEL AS REQUIRED.

2. SIGNAGE TO BE APPROVED BY SEPARATE PERMIT PROCESS.

MATERIAL LEGEND	
	1. BRICK, COLOR: RED
	2. BRICK, COLOR: IRON SPOT
	3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY
	4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY
	5. CEMENT PANEL, COLOR: MIXED GRAYS
	6. METAL PANEL, COLOR: ZINC GRAY
	7. EXTERIOR GROUND FACE CMU, COLOR: TBD
	8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM & CLEAR GLASS
	9. PERFORATED METAL PANEL
	10. STRUCTURAL CONCRETE



1 EAST - OVERALL ELEVATION

1/16" = 1'-0"



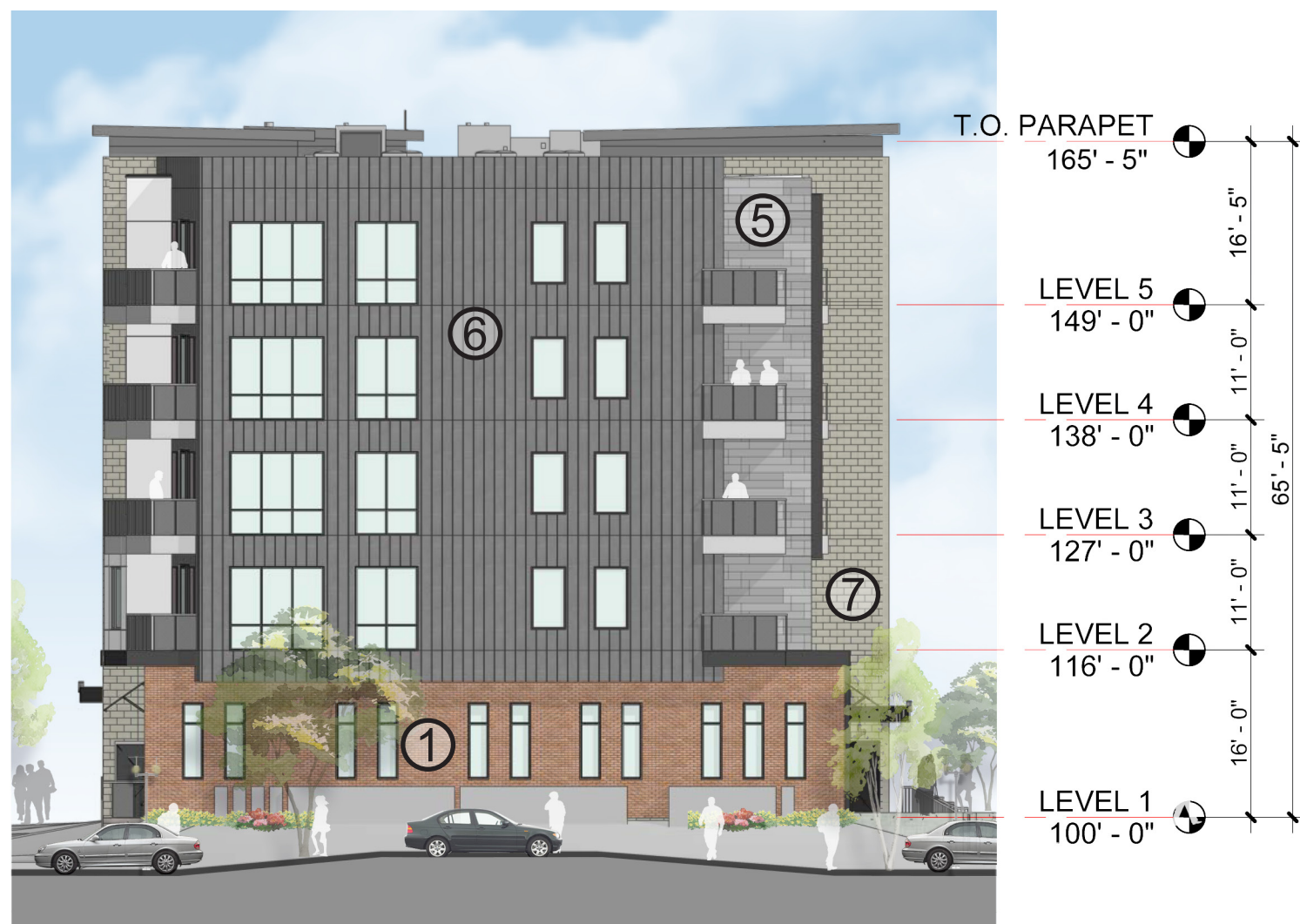
2 WEST - OVERALL ELEVATION

1/16" = 1'-0"



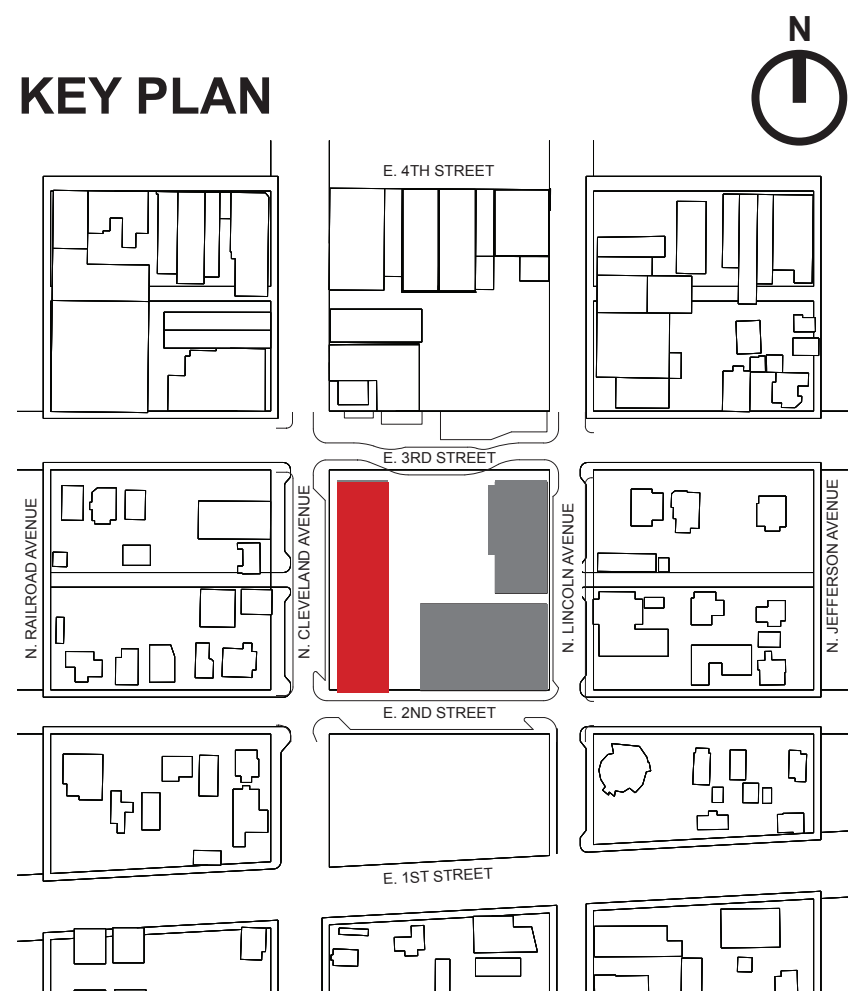
3 NORTH - OVERALL ELEVATION

1/16" = 1'-0"



4 SOUTH - OVERALL ELEVATION

1/16" = 1'-0"



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SHEET TITLE:
CLEVELAND MIXED-USE
ELEVATIONS

SCALE:
SHEET NUMBER
SHEET 6 OF 18

NOTES

1. ALL ROOFTOP MECHANICAL EQUIPMENT TO BE SCREENED FROM STREET LEVEL AS REQUIRED.

2. SIGNAGE TO BE APPROVED BY SEPARATE PERMIT PROCESS.

MATERIAL LEGEND	
	1. BRICK, COLOR: RED
	2. BRICK, COLOR: IRON SPOT
	3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY
	4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY
	5. CEMENT PANEL, COLOR: MIXED GRAYS
	6. METAL PANEL, COLOR: ZINC GRAY
	7. EXTERIOR GROUND FACE CMU, COLOR: TBD
	8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM & CLEAR GLASS
	9. PERFORATED METAL PANEL
	10. STRUCTURAL CONCRETE

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SHEET TITLE:
LINCOLN MIXED-USE
ELEVATIONS

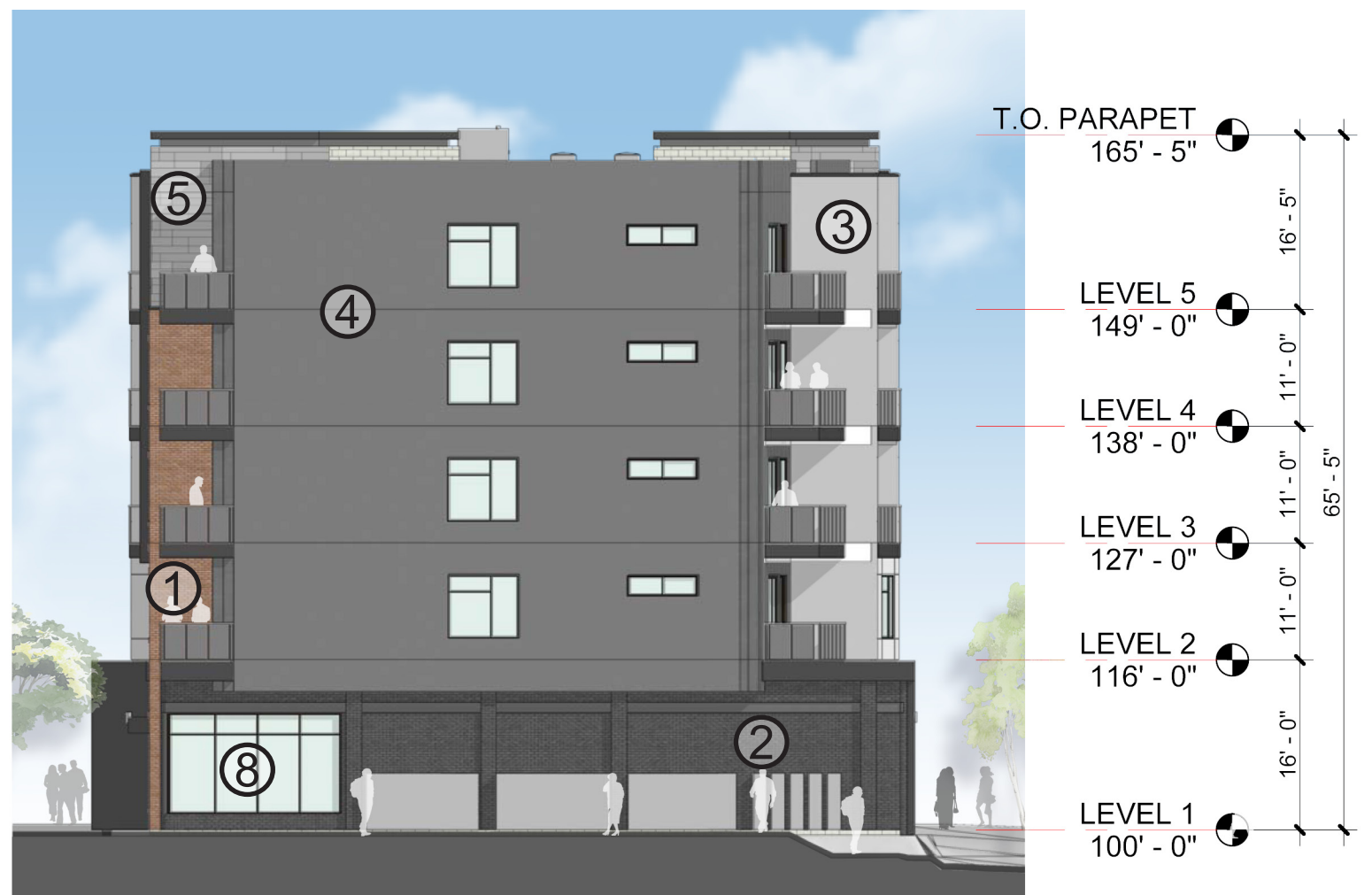
SCALE:
SHEET NUMBER
SHEET 7 OF 18



1 NORTH - OVERALL ELEVATION
1/16" = 1'-0"



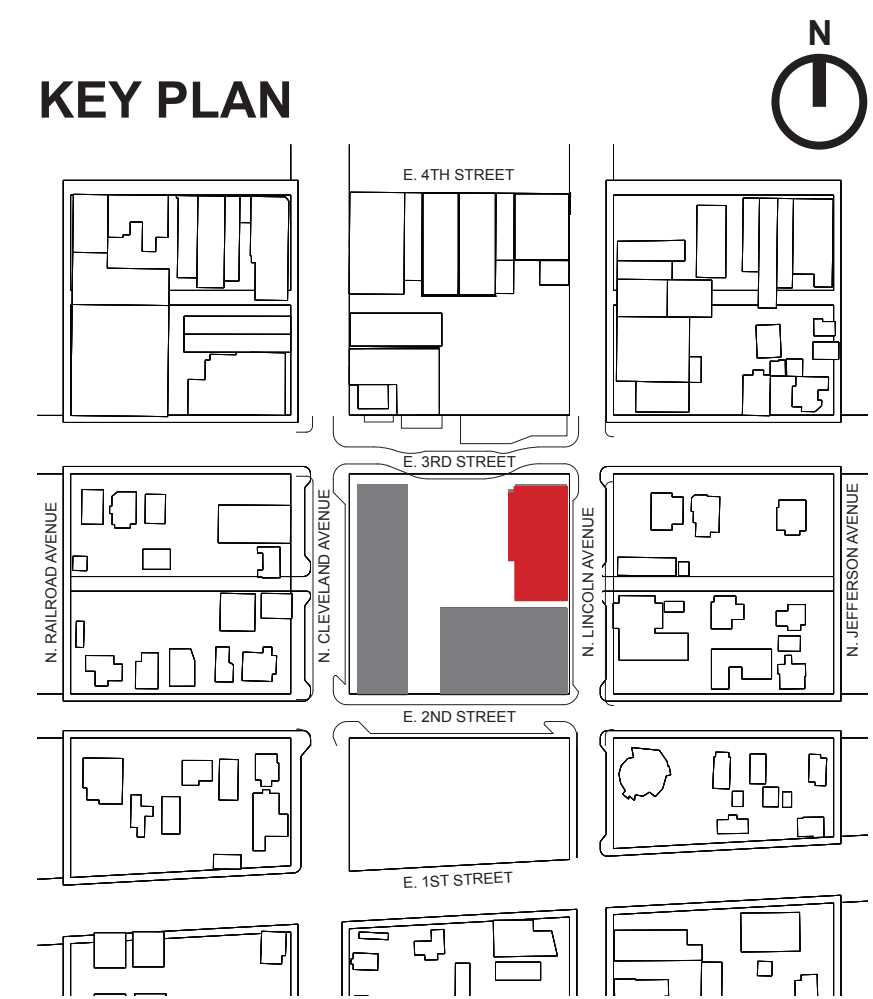
2 EAST - OVERALL ELEVATION
1/16" = 1'-0"



3 SOUTH - OVERALL ELEVATION
1/16" = 1'-0"



4 WEST - OVERALL ELEVATION
1/16" = 1'-0"



- NOTES
1. ALL ROOFTOP MECHANICAL EQUIPMENT TO BE SCREENED FROM STREET LEVEL AS REQUIRED.

2. SIGNAGE TO BE APPROVED BY SEPARATE PERMIT PROCESS.

3. THE EXPOSED CONCRETE AT THE PARKING GARAGE IS SERVING AS A CANVAS FOR THE POTENTIAL INSTALLATION OF ART ON THE FACADE.

- MATERIAL LEGEND
1. BRICK, COLOR: RED

2. BRICK, COLOR: IRON SPOT

3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY

4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY

5. CEMENT PANEL, COLOR: MIXED GRAYS

6. METAL PANEL, COLOR: ZINC GRAY

7. EXTERIOR GROUND FACE CMU, COLOR: TBD

8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM & CLEAR GLASS

9. PERFORATED METAL PANEL

10. STRUCTURAL CONCRETE
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- SHEET TITLE:

PARKING GARAGE

ELEVATIONS
- SCALE:

SHEET NUMBER

SHEET 8 OF 18
- PC ATTACHMENT 6
-
- 1 EAST - OVERALL ELEVATION

1/16" = 1'-0"
-
- 2 NORTH - OVERALL ELEVATION

1/16" = 1'-0"
-
- 3 WEST - OVERALL ELEVATION

1/16" = 1'-0"
-
- 4 SOUTH - OVERALL ELEVATION

1/16" = 1'-0"
- KEY PLAN

E 4TH STREET

E 3RD STREET

E 2ND STREET

E 1ST STREET

N 4TH AVENUE

N 3RD AVENUE

N 2ND AVENUE

N 1ST AVENUE
-



1 VIEW FROM NORTHWEST



2 VIEW FROM SOUTHWEST



3 VIEW FROM SOUTHEAST



4 VIEW FROM NORTHEAST

KEY PLAN



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CLEVELAND
AXONOMETRICS

SCALE:
SHEET NUMBER

SHEET 9 OF 18



1 VIEW FROM SOUTHEAST



2 VIEW FROM NORTHEAST

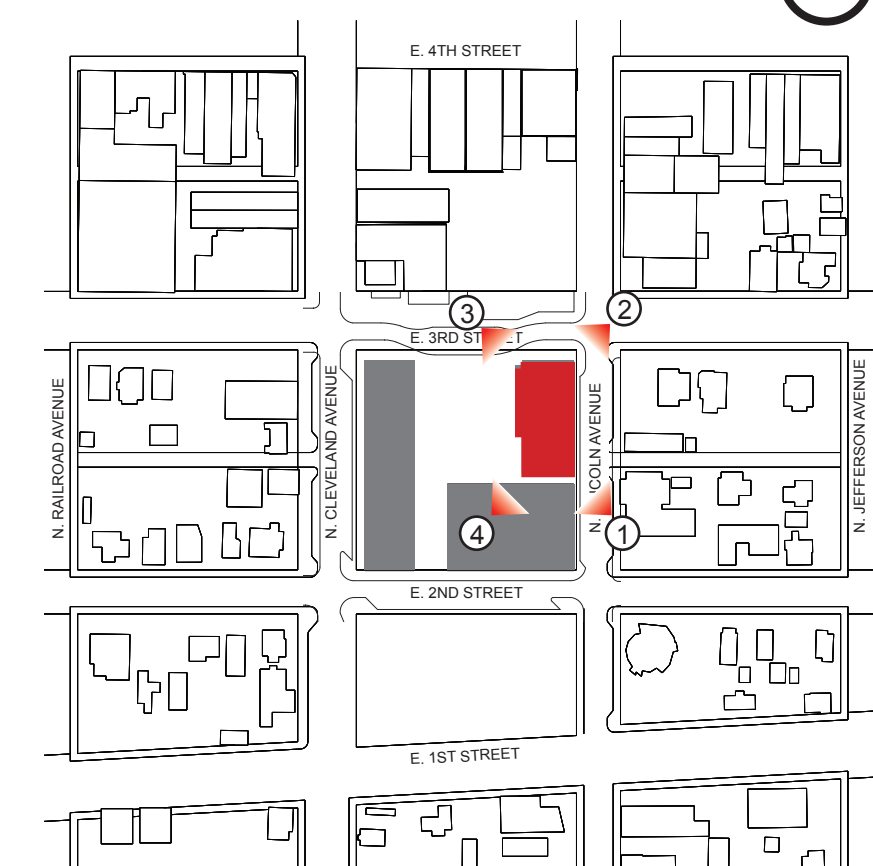


3 VIEW FROM NORTHWEST



4 VIEW FROM SOUTHWEST

KEY PLAN



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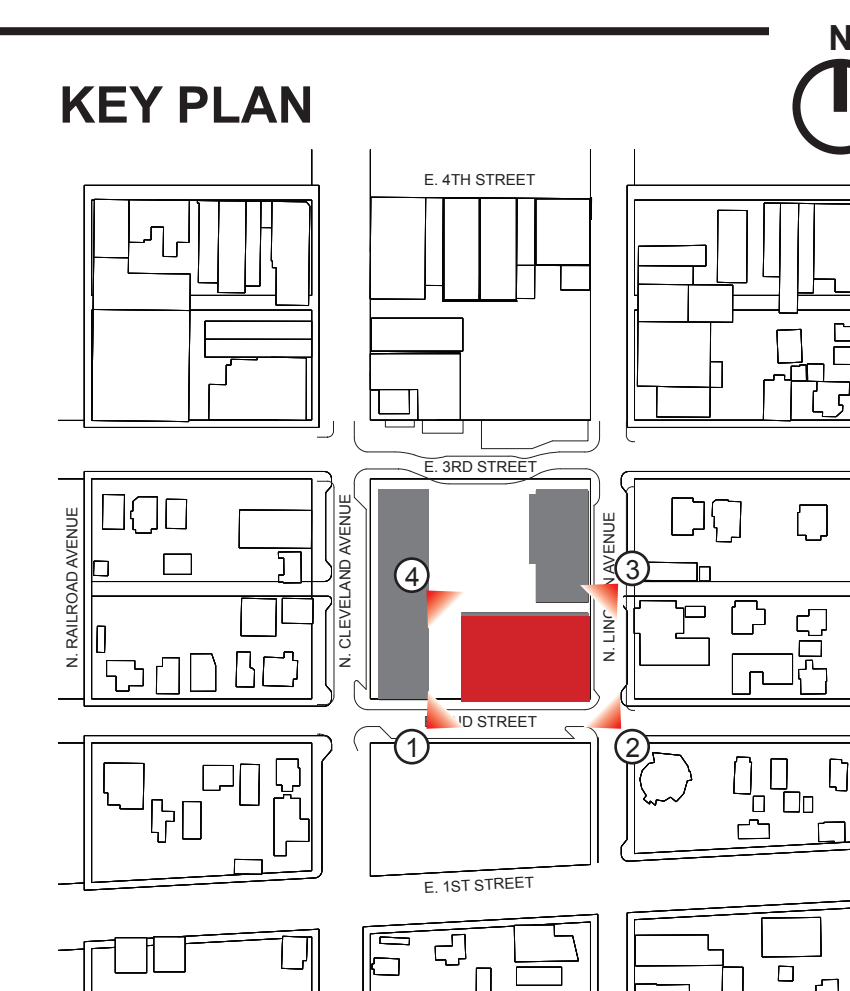
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SHEET TITLE:
LINCOLN
AXONOMETRICS

SCALE:
SHEET NUMBER

SHEET 10 OF 18





1 VIEW FROM 1ST STREET AND CLEVELAND AVENUE



2 VIEW FROM 2ND STREET AND RAILROAD AVENUE



3 VIEW FROM 3RD STREET AND RAILROAD INTERSECTION



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SHEET TITLE:
GROUND LEVEL
PERSPECTIVES

SCALE:
SHEET NUMBER

SHEET 12 OF 18



4 VIEW FROM 4TH STREET AND CLEVELAND AVENUE



5 VIEW FROM 4TH STREET AND LINCOLN



6 VIEW FROM 3RD STREET AND JEFFERSON AVENUE



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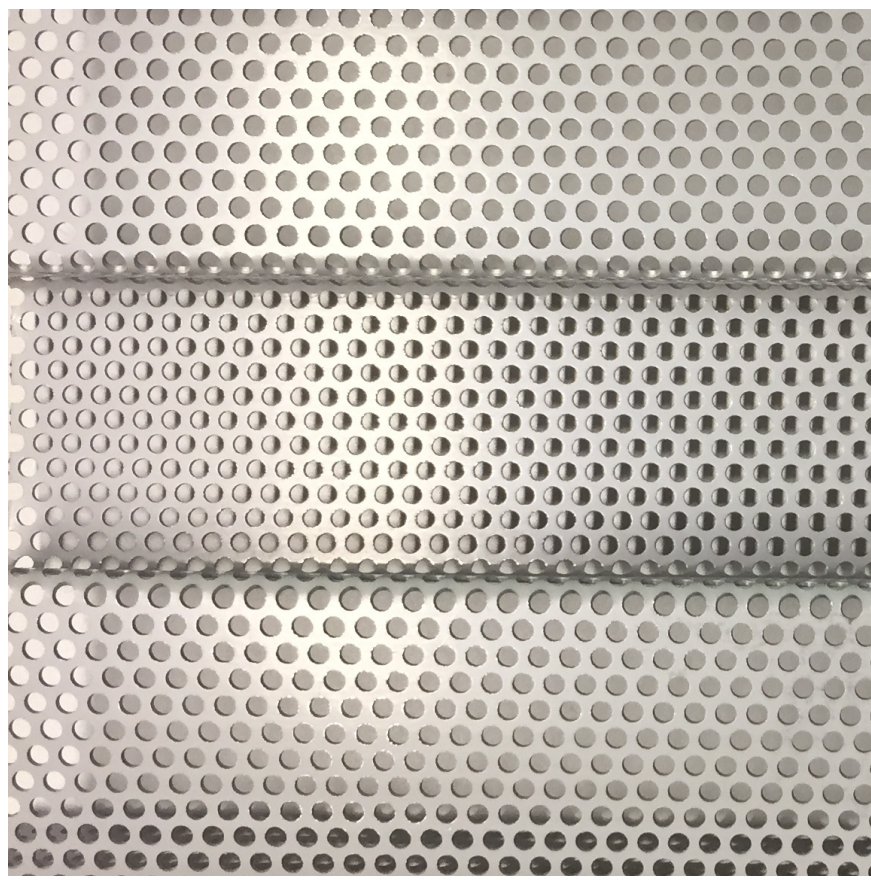
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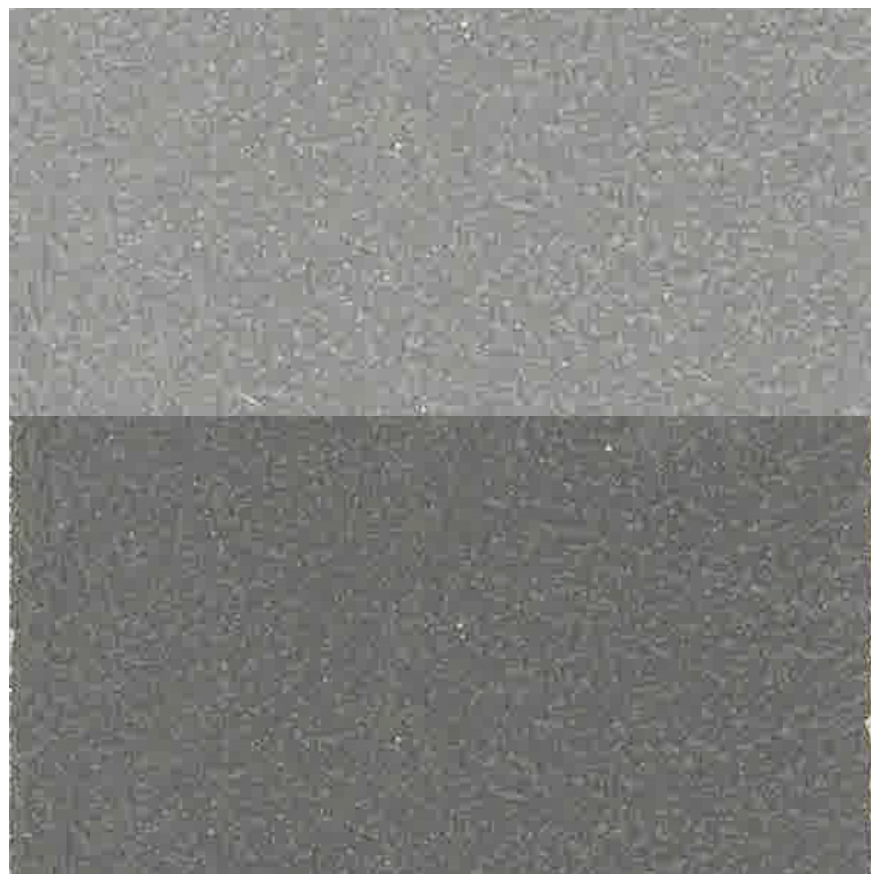
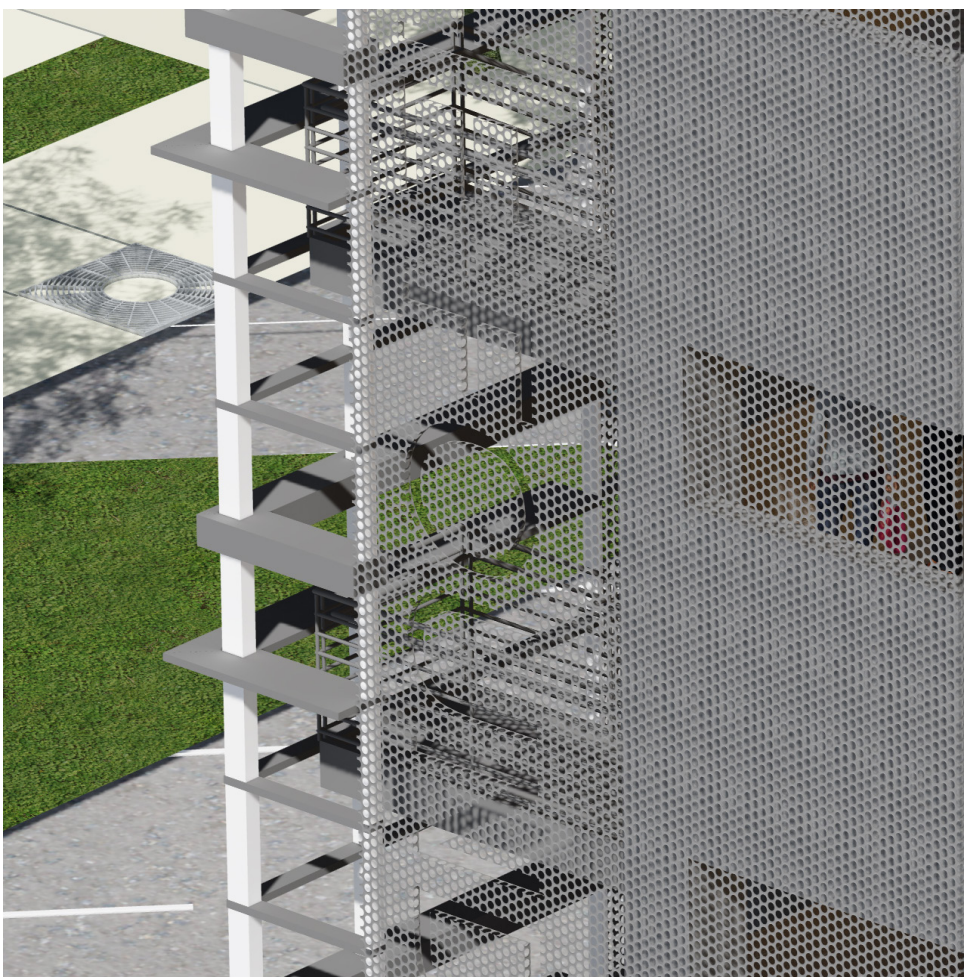
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GROUND LEVEL
PERSPECTIVES

SCALE:
SHEET NUMBER

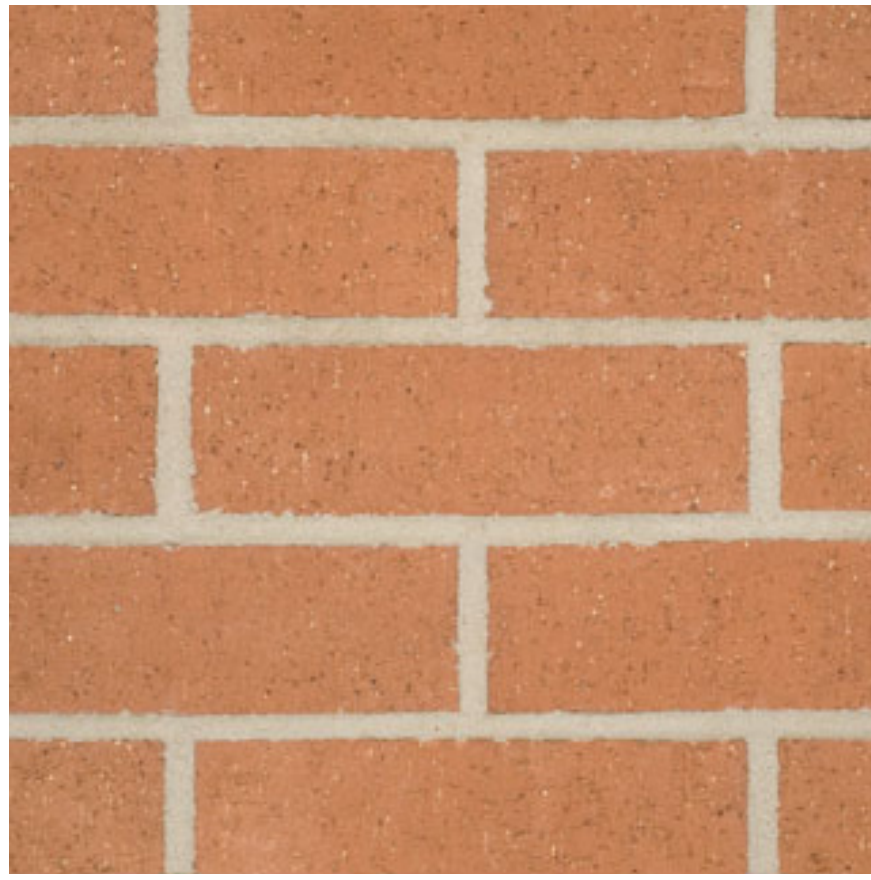
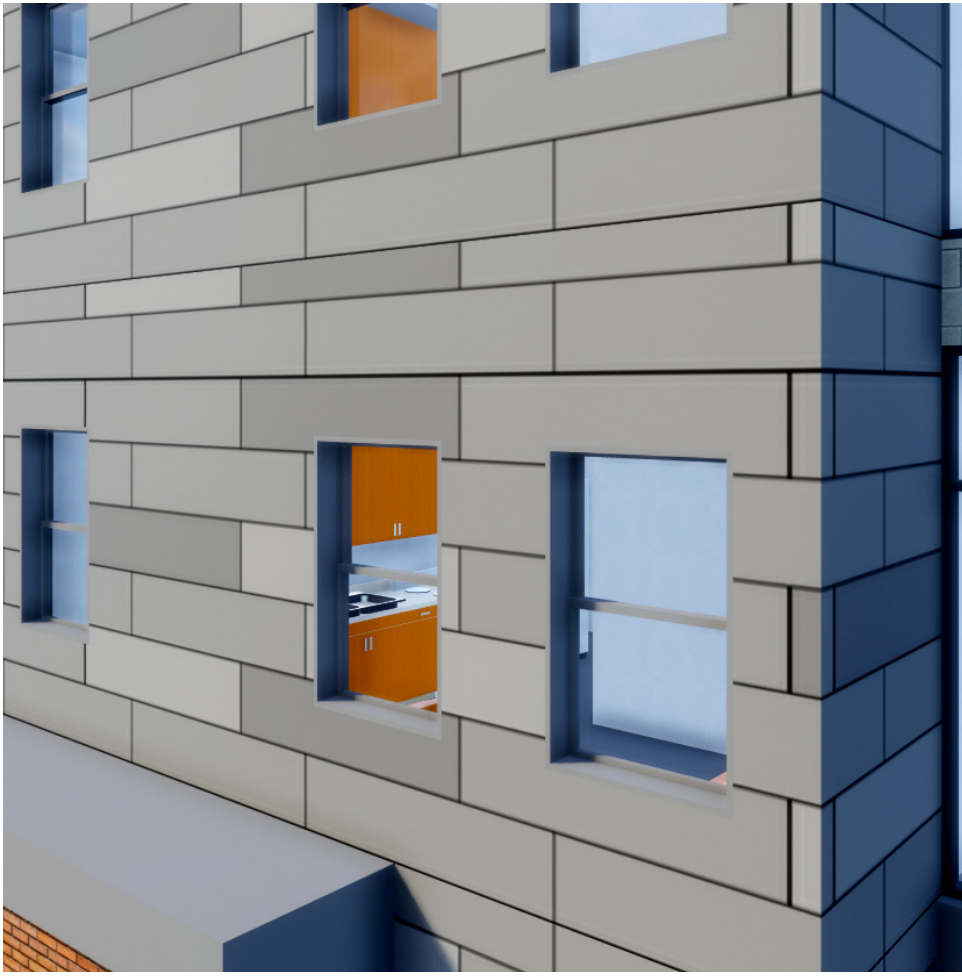
SHEET 13 OF 18



9. PERFORATED METAL PANEL



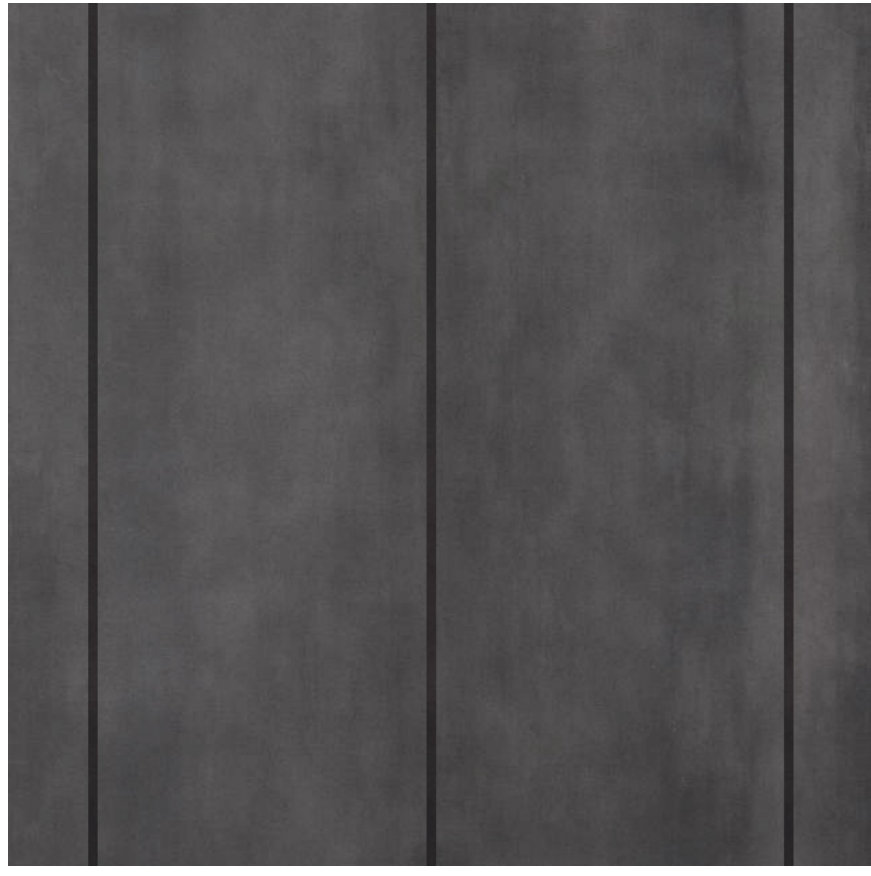
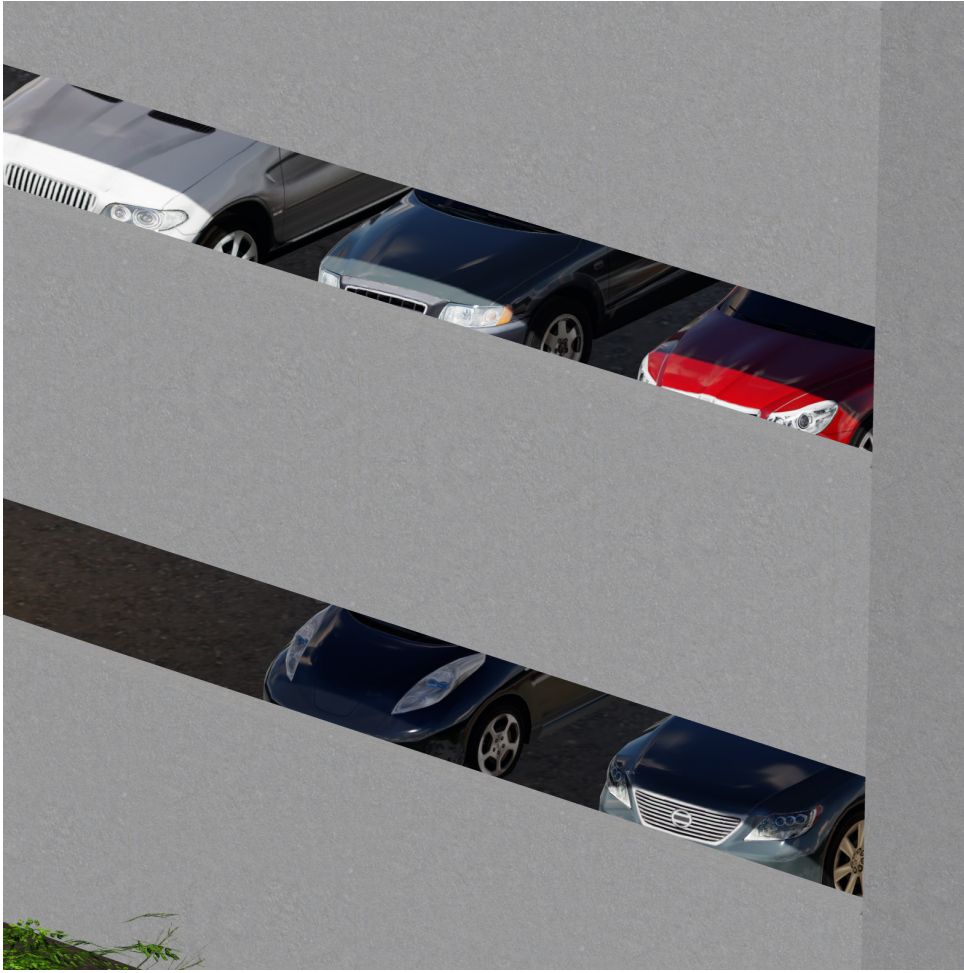
5. CEMENT PANEL, COLOR: MIXED GRAYS



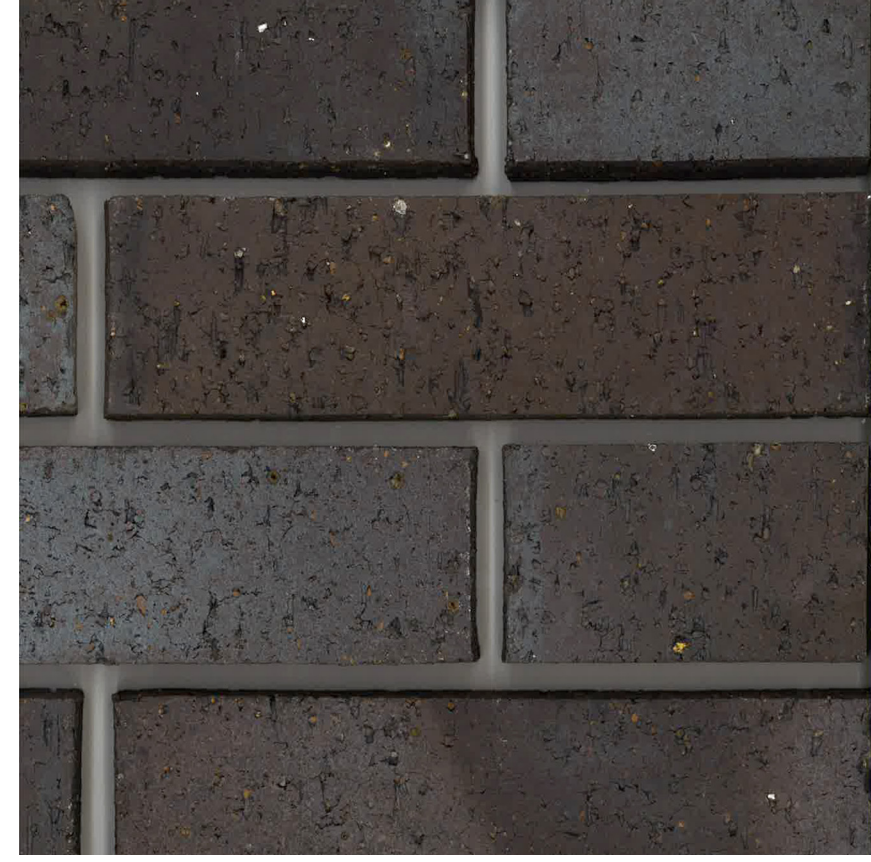
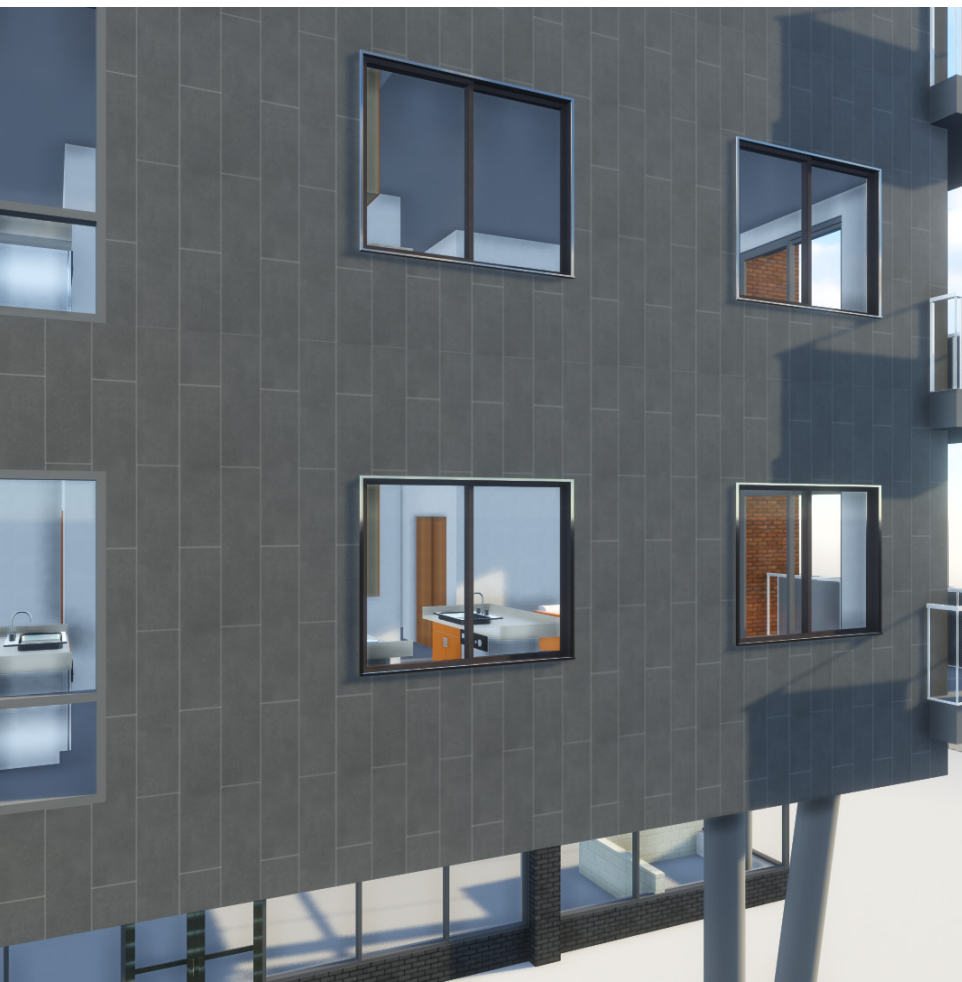
1. BRICK, COLOR: RED



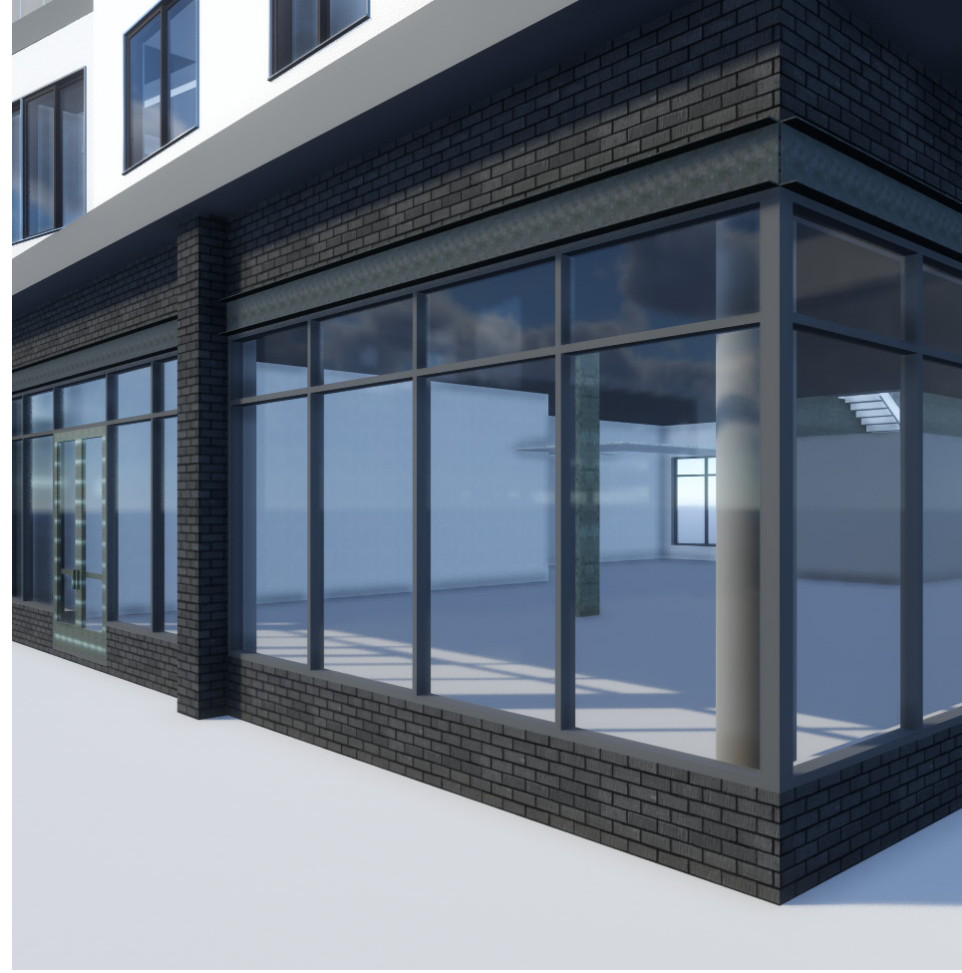
10. STRUCTURAL CONCRETE



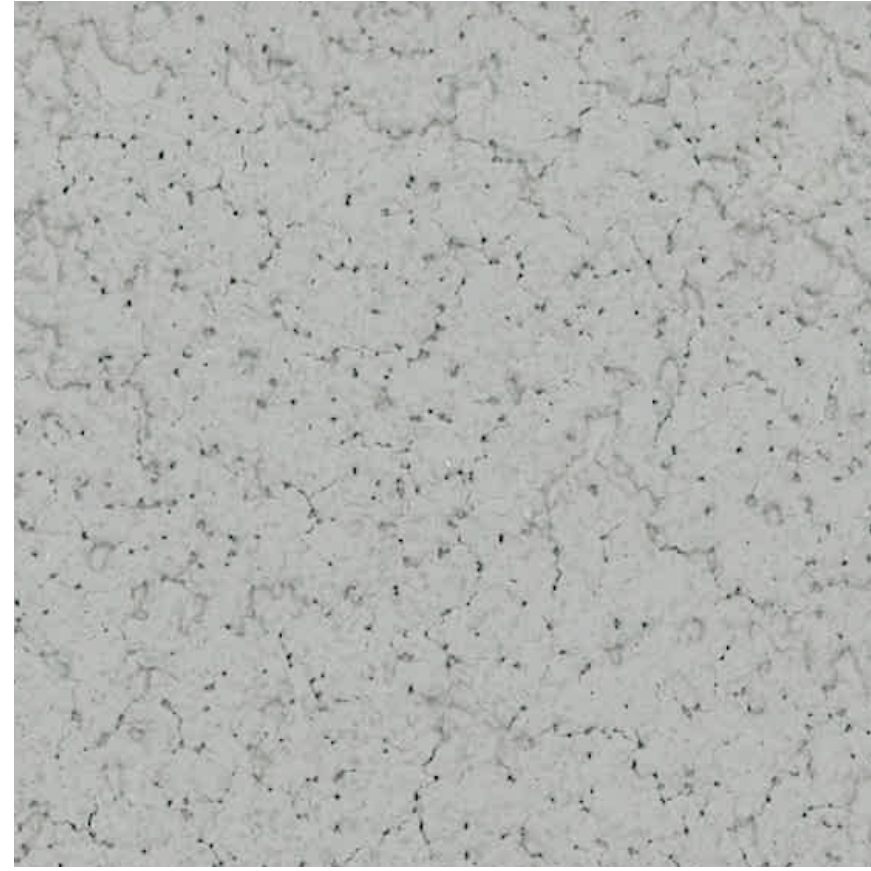
6. METAL PANEL, COLOR: ZINC GRAY



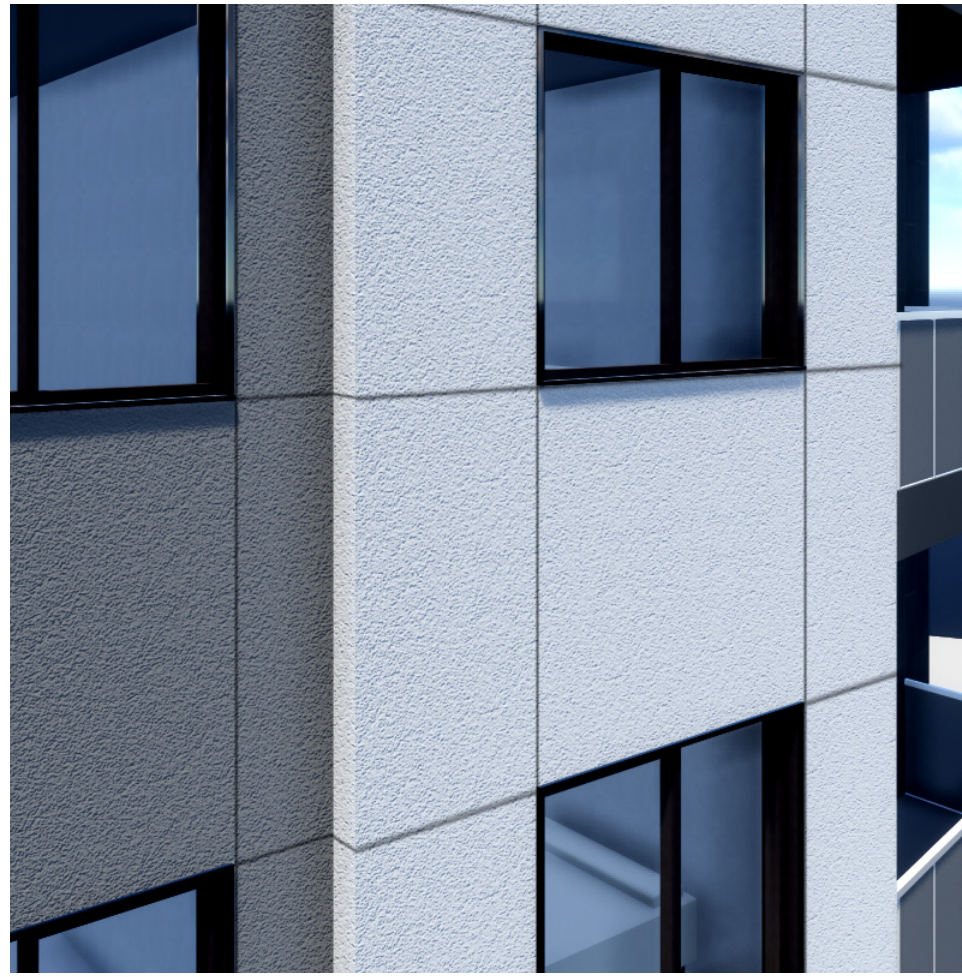
2. BRICK, COLOR: IRON SPOT



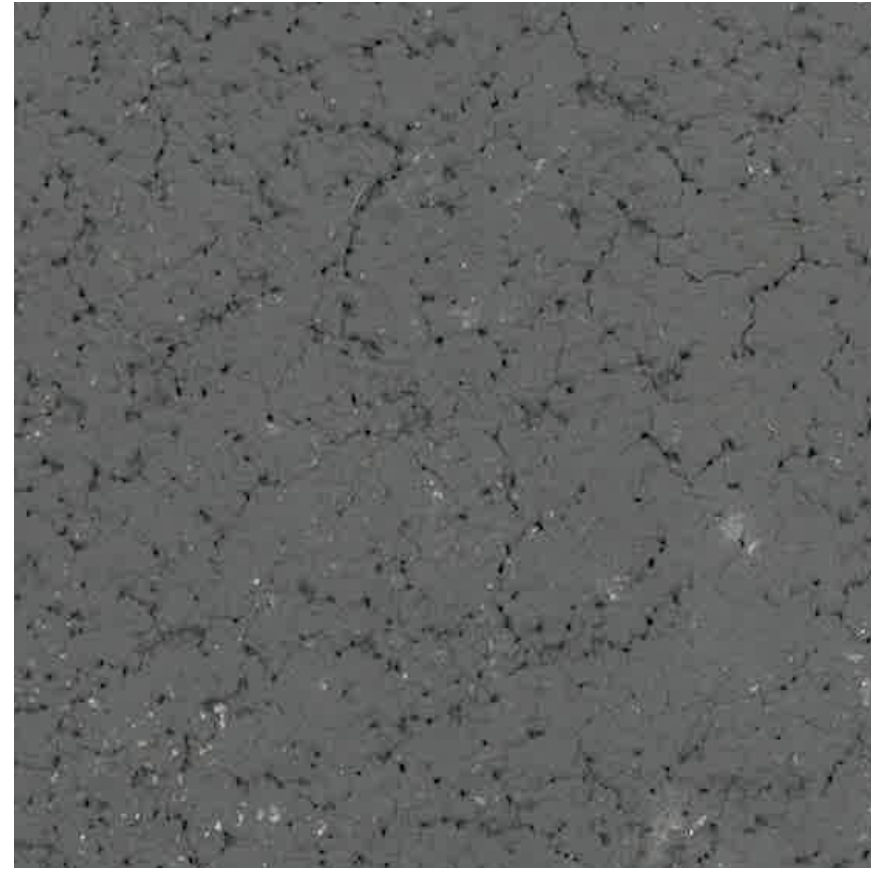
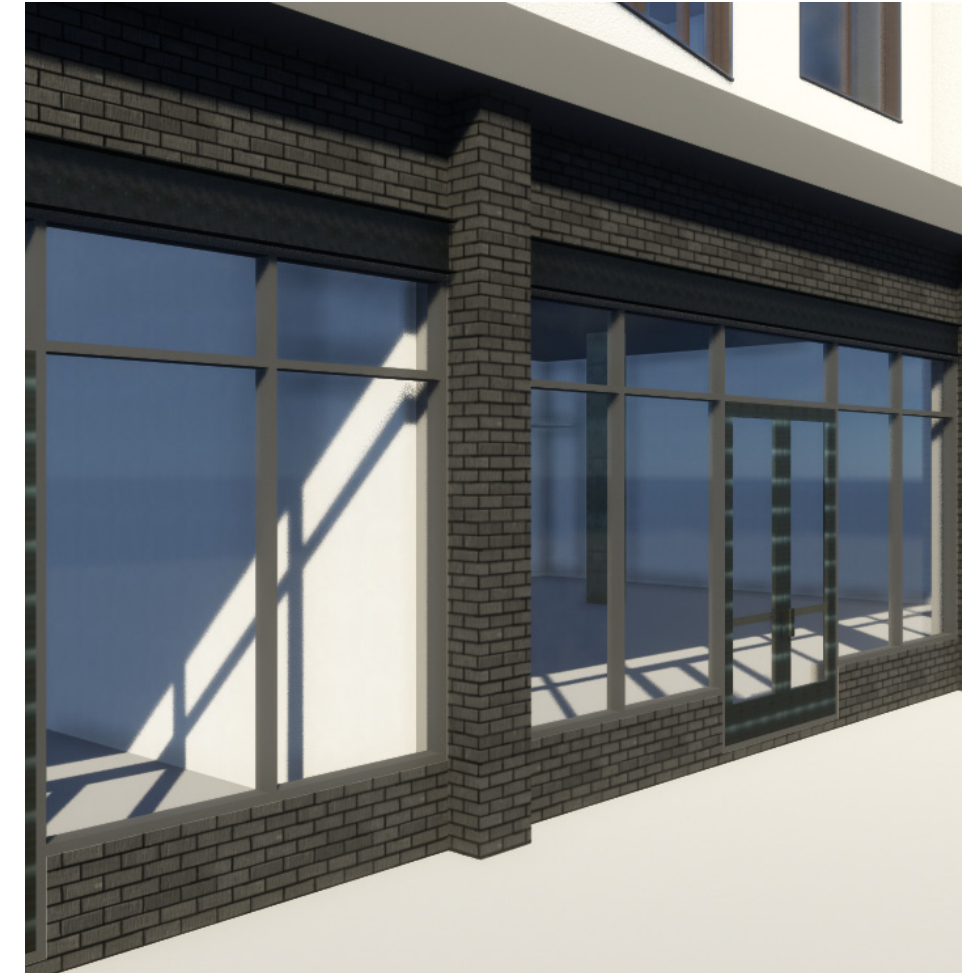
7. GROUND FACE CMU, COLOR: MIXED BROWNS



3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY



8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM, & CLEAR GLASS



4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY



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THE FOUNDRY

SITE DEVELOPMENT PLAN

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MATERIALS BOARD

SCALE:
SHEET NUMBER

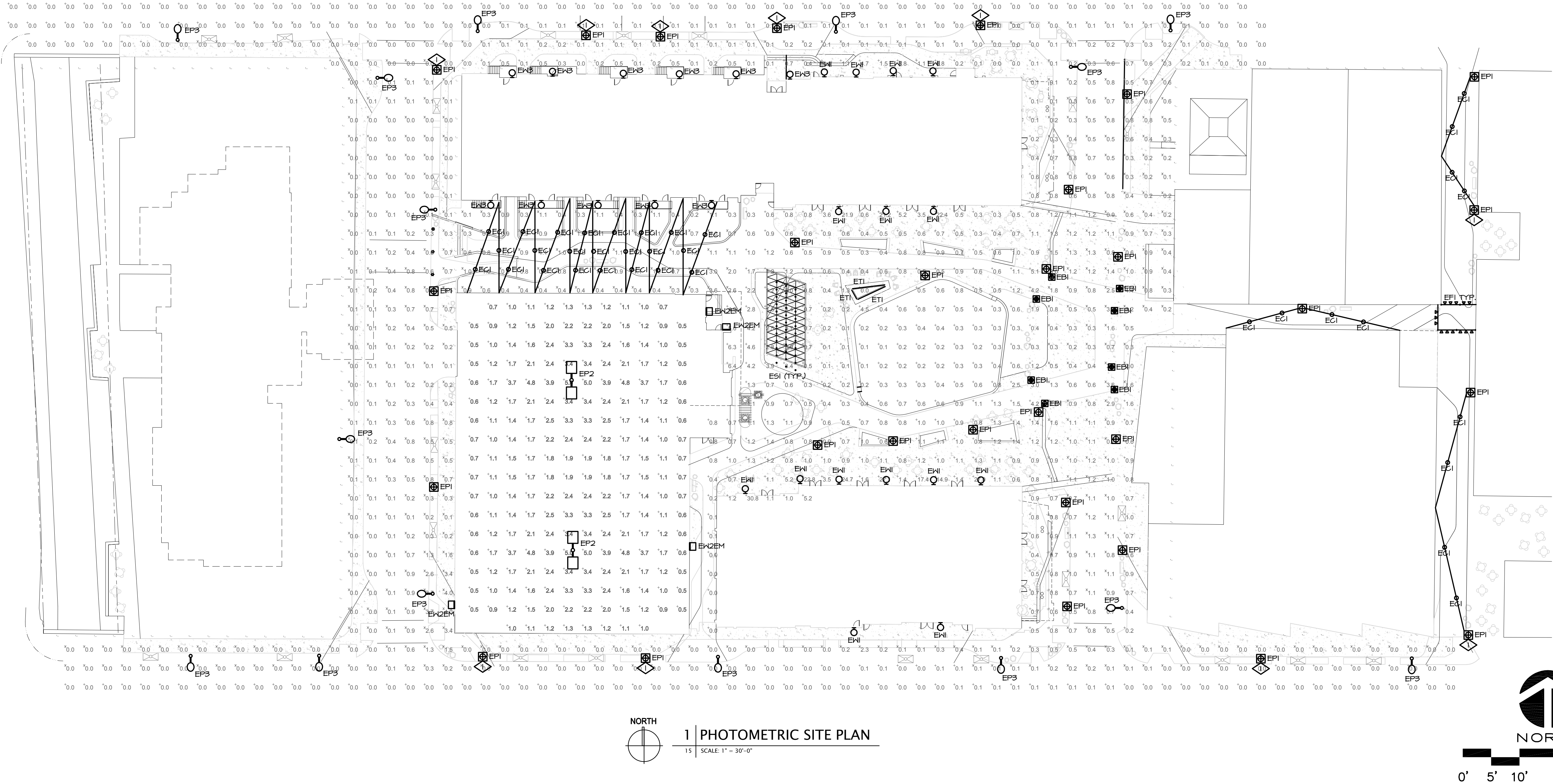
SHEET 14 OF 18

LIGHTING FIXTURE SCHEDULE													
TYPE	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	VOLTAGE	LAMP			LUMEN OUTPUT	COLOR TEMP	MAX WATTS	CUTOFF	MOUNTING INFORMATION	NOTES
					QTY	WATT	TYPE					LOCATION	
												BOF/RFD/OFH	
EB1	CONCRETE PEDESTRIAN LED BOLLARD	EATON INVUE	ABB-BI-LED-42-DI-S-XX-8030	UNV	1	16	LED	16	3000K	717	BI-UO-G1	POLE GROUND	42" OFH
EC1	EXTERIOR CATEGORY FESTOON LED COPPER BOWL WITH DYKSH SHADE	TEGAN LIGHTING	EX-K-DL-C-6ECB-XX-D55-XX	120/24	1	5	LED	5	3000K	500	NOT VERIFIED	SUSPENDED	12'-0" TOF
EP1	PEDESTRIAN-SCALE LED POST-TOP	EATON INVUE	ARB-BI-LED-DI-T5-XX-T030	UNV	1	24	LED	2300	3000K	24	B2-VI-G1	POLE GROUND	12'-0" OFH
EP2	GARAGE LED AREA LIGHTS	EATON-MCGRAW-EDISON	GLEON-AF-O3-LED-EI-T4H-XX-T030	UNV	1	166	LED	18045	3000K	166	FULL CUTOFF	POLE FLOOR	18'-0" OFH
EP3	LED STREET LIGHT, 8' EXTENDED ARM CITY OF LOVELAND STANDARD	PHILIPS-LUMEC	LUMINAIRE: MSC-135H20LED4K-T-LE3F-120-CLO-XXX-PH0 MAST ARM: 261-C0644 POLE: 271-C0131	120	1	135	LED	13063	4000K	135	FULL CUTOFF	POLE FLOOR	32'-0" OFH
ESI	PERGOLA LIGHTING	PHILIPS-COLOR KINETICS	500-000011-10	120/24	1	0.5 EA	LED	--	3000K	0.5 EACH	NOT VERIFIED	SURFACE	NOTE 3
ET1	EXTERIOR LED TAPE LIGHT	JESCO LIGHTING	DL-FLEX-HET	120/24	1	1.3 /FT	LED	115 /FT	3000K	31	NOTE 2	SURFACE	NOTE 2
EN1	PEDESTRIAN SCALE LED WALLSCENCE	FC LIGHTING	FCW1040-120V-LED-3K-3500-BK	120	1	40	LED	3500	3000K	40	FULL CUTOFF	SURFACE WALL	10'-0" OFH
EX2EM	GARAGE LED WALLPACKS WITH GOLD HEATHER BATTERY	EATON-MCGRAW-EDISON	6W6-AF-O1-LED-EI-T4H-XX-T030-CHB	UNV	1	54	LED	6313	3000K	54	FULL CUTOFF	SURFACE WALL	10'-0" BOF
EX3	RESIDENTIAL LED WALL SCENCE	KUZCO LIGHTING	EN3308-6Y	120	1	8	LED	600	3000K	8	NOT VERIFIED	SURFACE WALL	6'-0" BOF
ABBREVIATIONS: BOF - BOTTOM OF FIXTURE, RFD - RECESSED FIXTURE DEPTH, OFH - OVERALL FIXTURE HEIGHT, AFF(AGS) - ABOVE FINISHED FLOOR (GRADE), WFD - WALL FIXTURE DEPTH													
GENERAL NOTES:													
A. EC TO CONFIRM ALL FIXTURE FINISHES WITH ARCHITECT/OWNER PRIOR TO PURCHASE.													
SPECIFIC NOTES:													
1. EC SHALL PROVIDE ALL PARTS AND PIECES NECESSARY FOR A FULLY FUNCTIONAL TRACK SYSTEM INCLUDING, BUT NOT LIMITED TO, TRANSFORMERS, POWER FEEDS, CONNECTORS, ETC.													
2. MOUNT LED TAPE TO UNDERSIDE OF CONCRETE LIP AROUND FIREPIT TO ILLUMINATE FIRE PIT WALL. UPLIGHT WILL BE BLOCKED BY CONCRETE LIP.													
3. MOUNT FIXTURES TO UNDERSIDE OF PERGOLA STRUCTURE.													
4. STOCK NUMBERS PROVIDED FOR MAST ARM AND POLE. REFER TO CITY OF LOVELAND STANDARDS FOR APPROVED MANUFACTURERS AND CATALOG NUMBERS.													
5. MOUNT FLOOD LIGHTS TO STRUCTURE. COORDINATE AIMING IN FIELD WITH LANDSCAPE ARCHITECT.													

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
2nd Street	✕	0.3 fc	4.0 fc	0.0 fc	N/A	N/A
3rd Street	✕	0.9 fc	4.4 fc	0.1 fc	44.0:1	9.0:1
Block 1 Property Line	+	0.0 fc	0.1 fc	0.0 fc	N/A	N/A
Block 2 Property Line	+	1.7 fc	24.8 fc	0.0 fc	N/A	N/A
Block 3 Property Line	+	0.1 fc	0.4 fc	0.0 fc	N/A	N/A
Cleveland Ave. Sidewalk	✕	0.1 fc	0.7 fc	0.0 fc	N/A	N/A
Lincoln Ave Sidewalk	✕	0.1 fc	2.3 fc	0.0 fc	N/A	N/A
Parking Deck	+	1.8 fc	5.0 fc	0.5 fc	10.0:1	3.6:1
Paseo	✕	0.9 fc	3.6 fc	0.1 fc	36.0:1	9.0:1
Site	+	0.7 fc	30.8 fc	0.0 fc	N/A	N/A

GENERAL NOTES	
A.	LIGHTING CALCULATIONS WERE MADE USING A LIGHT LOSS FACTOR OF 1.0.
B.	CALCULATION POINTS WERE TAKEN AT GRADE LEVEL ON A 10'X10' GRID, EXCEPT WHERE OTHERWISE NOTED. GARAGE LIGHTING CALCULATIONS WERE TAKEN AT TOP PARKING DECK LEVEL. CALCULATIONS DO NOT REPRESENT ANY SLOPE OF ELEVATION CHANGE.
C.	ILLUMINANCE CONTRIBUTIONS FROM ADJACENT PROPERTIES, LANDSCAPE LIGHTING, AND EXISTING STREET LUMINAIRES ARE NOT INCLUDED IN CALCULATIONS.
D.	'EP3' STREET LIGHTING PROPOSED BY THE CITY ARE SHOWN ON PLAN FOR REFERENCE, BUT ARE NOT INCLUDED IN CALCULATIONS. AREAS SURROUNDING THESE LOCATIONS ARE EXPECTED TO RECEIVE SIGNIFICANT LIGHT LEVEL CONTRIBUTIONS FROM THESE LIGHTS THAT ARE NOT REFLECTED IN THESE CALCULATIONS AND MAY APPEAR UNDERLIT.
E.	APPLICABLE CODES THAT HAVE BEEN DESIGNED TO ARE 2012 IECG AND 2014 NEC.
F.	PATIO AREAS AT FUTURE RETAIL LOCATIONS HAVE NOT YET BEEN DESIGNED AND ARE EXCLUDED FROM THIS PHOTOMETRIC STUDY.
G.	PEDESTRIAN AREA IS A PATH OF EGRESS AND THEREFORE, THE LIGHTING LEVELS HAVE BEEN DESIGNED TO MEET MINIMUM EGRESS LIGHTING LEVEL REQUIREMENTS.

KEYNOTE LEGEND	
KEY VALUE	
◇	
I.	OFF-SITE FIXTURE SHOWN FOR REFERENCE, BUT NOT INCLUDED IN PHOTOMETRIC CALCULATION.



THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO: 115253.02
DRAWN: MJS
CHECKED: ARC
APPROVED: JEM
DATE: FEB 13, 2017

© OZ ARCHITECTURE

THE FOUNDRY
ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
SITE PHOTOMETRIC
PLAN

SCALE:
SHEET NUMBER

SHEET 15 OF 18

PC ATTACHMENT 6

- NOTES
1. ALL ROOFTOP MECHANICAL EQUIPMENT TO BE SCREENED FROM STREET LEVEL AS REQUIRED.

2. SIGNAGE TO BE APPROVED BY SEPARATE PERMIT PROCESS.

3. THE EXPOSED CONCRETE AT THE PARKING GARAGE IS SERVING AS A CANVAS FOR THE POTENTIAL INSTALLATION OF ART ON THE FACADE.

- MATERIAL LEGEND
1. BRICK, COLOR: RED

2. BRICK, COLOR: IRON SPOT

3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY

4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY

5. CEMENT PANEL, COLOR: MIXED GRAYS

6. METAL PANEL, COLOR: ZINC GRAY

7. EXTERIOR GROUND FACE CMU, COLOR: TBD

8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM & CLEAR GLASS

9. PERFORATED METAL PANEL

10. STRUCTURAL CONCRETE

OZ

ARCHITECTURE

3003 Larimer Street

Denver, Colorado 80205

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www.ozarch.com

THE FOUNDRY

SITE DEVELOPMENT PLAN

LOVELAND, CO 80538

PROJ. NO.

115253.02

DRAWN:

OZ

CHECKED:

OZ

APPROVED:

OZ

DATE:

FEB 13, 2017

© OZ ARCHITECTURE

THE FOUNDRY

ISSUED FOR:

SDP RE-SUBMITTAL

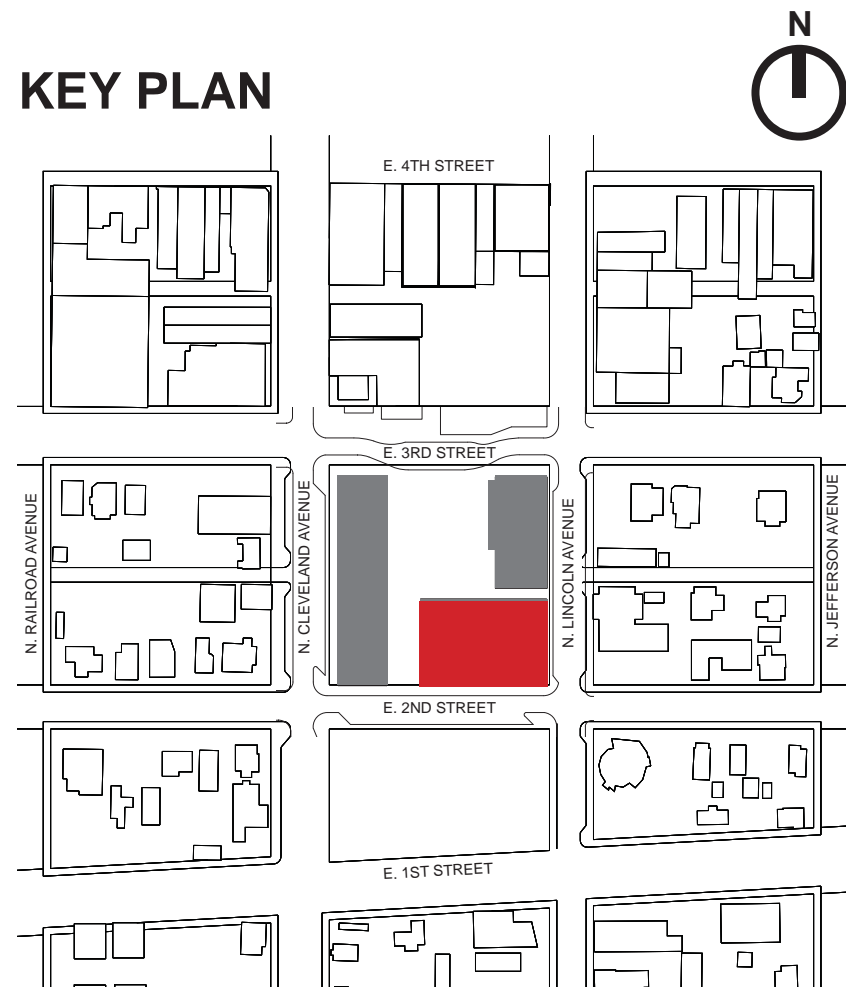
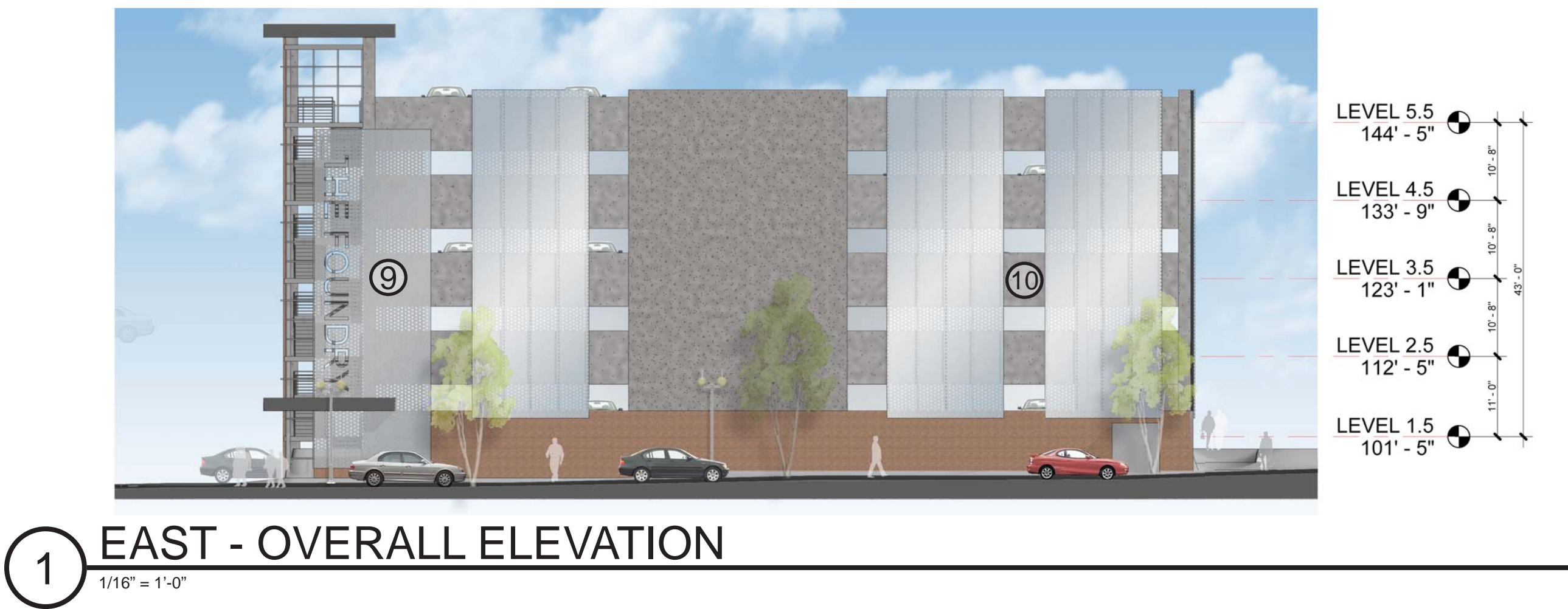
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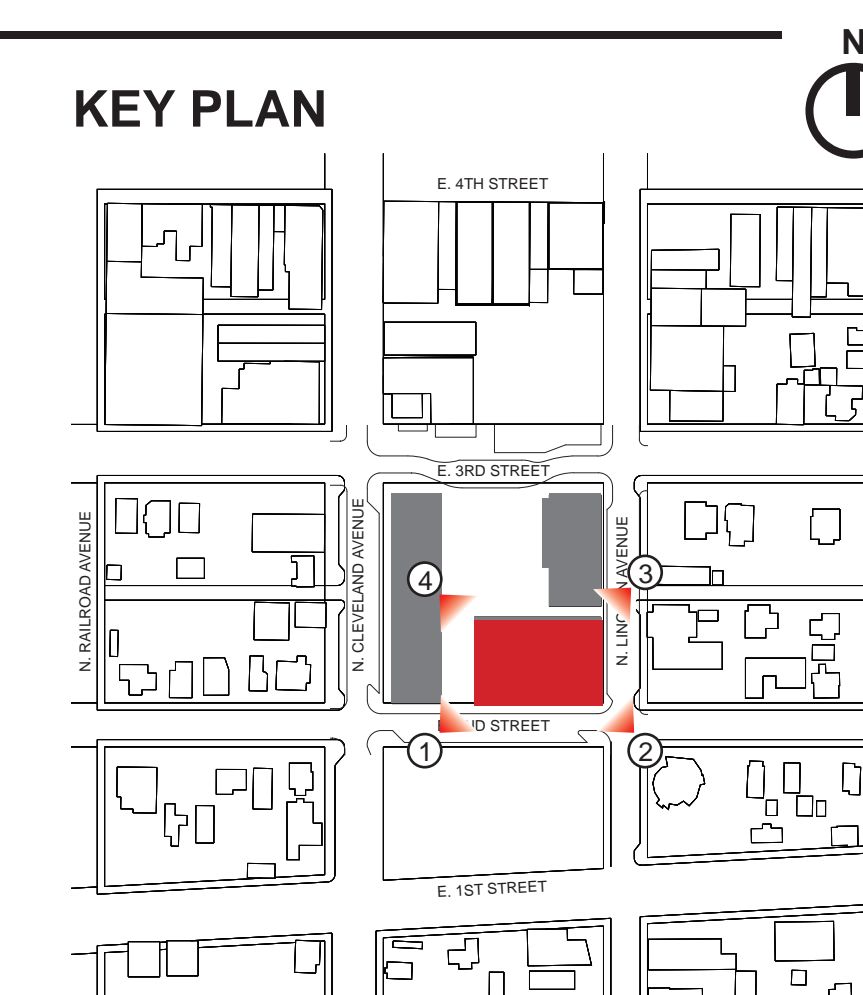
PARKING GARAGE ELEVATIONS

SCALE:

SHEET NUMBER

SHEET 8 OF 18







DEVELOPMENT SERVICES ADMINISTRATION

410 East 5th Street • Loveland, CO 80537
(970) 962-2722
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MEMORANDUM

To: Loveland Planning Commission
From: Greg George, Special Projects Manager
Date: March 13, 2017
Subject: Study Session: Unified Development Code: TASK 3 - Infill and Corridor Development Standards

A. ATTACHMENTS

1. Enhanced Corridor Overlay Standards (first working draft)
2. Housing Palette (first working draft)
3. Infill and Corridor Development Policies
4. Task 3 Schedule
5. Building Frontage Sketch 1
6. Sloping Height Plane
7. Land Use Table (example)
8. Housing Palette Comparison
9. Open House Invitation
10. Petition from Residents

B. INTRODUCTION

This is a study session item at which the project team will introduce to the Planning Commission Task 3 - Infill and Corridor Development Standards.

The first two documents attached to this memorandum are initial drafts of standards to be included in the Unified Development Code. **Enhanced Corridor Overlay Standards (Attachment 1)** are designed to promote infill development, redevelopment and reinvestment in property along Loveland's highway corridors. The **Housing Palette (Attachment 2)** contains standards to implement a density/housing type palette for new and existing zoning districts along with bulk standards for infill neighborhoods. These standards implement policies in the Loveland Comprehensive Plan and the 287 Strategic Plan (**Attachment 3**). Task 3 is to be completed in early May 2017 (see **Attachment 4**).

C. ENHANCED CORRIDOR OVERLAY STANDARDS: To implement these standards an overlay-zone district would apply to properties along selected segments of Highway 287 and Highway 34. Other corridors may also be considered. The objective is to provide regulatory options that increase net land area available for development as incentives for enhanced landscaping and pedestrian improvements along the highway frontage. **Attachment 5** illustrates the option of locating buildings up to the edge of the highway right-of-

way, along with enhanced landscaping and pedestrian improvements. Another option under the overlay zone would be a maximum building height of 90 feet. **Attachment 6** illustrates a sloping height plane to address building height compatibility with adjacent residential neighborhoods.

Consistent with policies in the 287 Strategic Plan, these options would provide incentives for retail uses to show their front door to the street. Standards will be developed in Task 5 for landscaping and pedestrian improvements along the highway frontage. The existing standards in Chapter 18.53 for commercial architecture will also be reviewed and possibly modified for application within this overlay zone.

D. HOUSING PALETTE: This document provides a palette, or options, for lot and housing types and compatibility standards for infill development. The housing palette provides an opportunity for additional housing types to develop in existing zoning districts. The housing palette includes standards designed to ensure that the scale and mass of new infill development is compatible with existing neighborhoods. For smaller infill lots, these standards include options for alley-loaded dwelling units and limitations on building height and building coverage to reflect those found in existing neighborhoods. The palette would be included in new residential and mixed use zoning districts to allow for a wide range of housing types. These new zoning districts will be created in Task 4.

In Task 6, the Land Use Table will establish the housing types allowed in each zoning district and the review procedure (i.e. Use-by-Right, Limited Use, Adaptable Use or Conditional Use) for each housing type in each zoning district. The table in **Attachment 7** is an example of such a land use table.

The table in **Attachment 8** compares the dimensional standards in the housing palette to those in existing zoning districts that allow residential land uses. The table illustrates the extent to which the housing palette includes a much broader range of lot and housing types than currently included in Loveland's residential zoning districts.

E. PUBLIC OUTREACH: Prior to tonight's study session, an open house was held starting at 5:30 in the Council Chambers to give interested citizens an opportunity to learn about and comment on the proposal. Invitations to attend the open house and this Planning Commission study session were e-mailed to over 300 individuals (**Attachment 9**), including:

- 11 members of the Construction Advisory Board;
- 98 individuals on the mailing list for the Create Loveland;
- 167 individuals on four contact lists for the general development community;
- 9 members of the Historic Preservation Commission;
- 15 members of the Stakeholder Committee;
- 11 members of the Technical Committee; and
- 6 members of the Title 18 Committee.

Attachment 10 is a petition submitted by City residents concerning "Creeping Density and Impacts on Livability".

F. FOCUS OF MEETING: The project team would like to receive comments and suggestions from the Planning Commission and citizens on the housing palette and the optional standards for development along Loveland's highway corridors.

G. NEXT STEPS: A second Planning Commission study session is scheduled for March 27th and a City Council study session is scheduled for April 4th. A Planning Commission public hearing is scheduled for May 8th.

Division 2.08.04 Enhanced Corridor Overlay Standards

2.08.401 Purpose and Application of Enhanced Corridor Overlay Zone

- A. **Purpose.** The purpose of the Enhanced Corridor Overlay Zone ("ECZ") is to:
1. Provide development alternatives and regulatory incentives for new development, redevelopment, and infill development along major transportation corridors as specified on the Zoning Map;
 2. Address transitions between parcels that front on the corridors and adjacent residential neighborhoods, while simultaneously Improving connectivity between residential development and highway-oriented uses;
 3. To implement the goals set out in Create Loveland, the Comprehensive Plan (regarding the Enhanced Corridor Overlay), the strategic objectives of the Highway 287 Plan and other corridor plans of the City, as appropriate, which include:
 - a. encouraging redevelopment patterns and densities sufficient to leverage new private re-investment along established commercial corridors;
 - b. promoting a mix of land uses that includes high-density residential, commercial, employment, and civic uses;
 - c. creating a highly connected multimodal transportation network;
 - d. encouraging places for neighborhood activity;
 - e. maximizing transit investment and transit readiness; and
 - f. promoting high quality architecture.
- B. **Application.**
1. The ECZ provides an option for applicants to apply an alternative to the underlying zoning with respect to land use and development form.
 2. ECZ standards are applied to applications for development approval when the property is located within the ECZ and the applicant requests to apply its standards in writing. The election to use the ECZ standards shall be shown on the proposed and approved site development plans.
- C. **Application of ECZ to Existing Development.** The ECZ may be applied to a parcel proposed for development that includes existing development that was constructed prior to the effective date of this Division, regardless of whether the existing development strictly complies with the standards of this Division, provided that:
1. All new development that occurs after the request to apply the ECZ conforms to the standards of this Division; and
 2. All improvements to existing buildings or site features conform to the standards of this Division to the extent practicable.

2.08.402 ECZ Bulk Standards

- A. **Generally.** Upon an applicant's election to apply the ECZ standards pursuant to Section 2.08.401, *Purpose and Application of the Enhanced Corridor Overlay Zone*, and thereafter, the standards of this Section are applied. For the purposes of this Section only, the phrase "Residentially-Zoned Property" means property located in an ER, R1e, R1, R2, or R3e zone.
- B. **Maximum Building Height.** The maximum building height provisions of this subsection apply to the parcel proposed for development, and supersede any conflicting building height regulations in the underlying zone.

1. Maximum Height: 90 ft.
 2. Transition to Residentially-Zoned Property: no part of a building shall cross an angled building height plane that commences 10 feet above all property lines that border Residentially-Zoned Property, and proceeds into the Parcel Proposed for Development at an upwards angle of 45 degrees.
- C. **Perimeter Setbacks and Build-To Lines.** The perimeter setbacks and build-to lines set out in this subsection apply along the boundaries of the Parcel Proposed for Development, and supersede any conflicting setbacks or build-to lines in the underlying zone. Where build-to lines would require construction within utility or ditch easements or other areas where development is impracticable due to topography or comparable issues, the Director may authorize modification of the build-to line as appropriate achieve as closely as practicable the aesthetic and functional objectives of the ECZ.
1. Arterial frontage build-to line: 0 ft., or as necessary to provide an 11-foot wide parkway and 10-foot wide sidewalk between the building and the ultimate curb location of the abutting arterial street, and as necessary to provide "transition areas" as defined in Section [2.08.403 ECZ Site Design Standards](#), as follows:
 - a. Front property line is more than 160 feet long: Transition areas shall be provided along not less than 20 percent of the building frontage.
 - b. Front property line is up to 160 feet long: Transition areas may be provided at the applicant's option.
 2. Other street frontage setbacks:
 - a. Streets that intersect the arterial frontage street: 0 ft., or as necessary to provide an 8-foot wide parkway and 6-foot wide sidewalk between the building and the ultimate curb location of the abutting street.
 - b. Streets that do not intersect the arterial frontage street: 10 ft.
 3. Alley setbacks:
 - a. To garages: 3 ft., or as provided in Section [2.10.302, Rear Setbacks Along Alleys, Easements, and Waterbodies](#).
 - b. To buildings: 3 ft., or as required to maintain safe travel along the alley.
 4. Interior side setback:
 - a. Parcel Proposed for Development borders Residentially-Zoned Property: 10 feet
 - b. Parcel Proposed for Development does not border Residentially-Zoned Property: 0 feet
 5. Rear setback: 5 ft.

2.08.403 ECZ Site Design Standards

- A. **Generally.** Upon an applicant's election to apply the ECZ standards pursuant to Section [2.08.401, Purpose and Application of the Enhanced Corridor Overlay Zone](#), and thereafter, the standards of this Section are applied.
- B. **Arterial Right-of-Way Improvements. [RESERVED FOR DISCUSSION]**
- C. **Transition Areas.** As used in this Section and in Section [2.08.402 ECZ Bulk Standards](#), transition areas are "semi-public" spaces between buildings and the arterial frontage that provide a physical and psychological transition between the sidewalk and the building. Transition areas are (with the exception of landscape areas) accessible from both the sidewalk and the building. Such areas include, but are not limited to, plazas, patios, seating areas, fountains, decks, and other landscaped areas. Transition areas may also include plazas and landscaped walkways that provide pedestrian access between or through buildings.

1. Transition areas are required along arterial frontages as provided in Section [2.08.402 ECZ Bulk Standards](#).
2. Transition areas shall have horizontal dimensions of not less than 10 feet by 10 feet, except that access between or through buildings shall be not less than 20 feet in width, nor greater than 60 feet in width (measured parallel to the arterial street) at ground level.

D. Pedestrian Circulation.

1. For every 200 linear feet of front property line or fraction thereof, at least one pedestrian access to the parcel proposed for development shall be provided from the public sidewalk. The access shall connect to a parking area, on-site pedestrian circulation system, building, or transition area.
2. Where existing public sidewalks, trails, or pedestrian access easements (collectively, "Access Points") on adjacent property terminate at the boundary of the Parcel Proposed for Development, the pedestrian circulation system shall connect to the access points.
3. The Parcel Proposed for Development shall include an internal pedestrian circulation system that connects the sidewalk to buildings to parking areas to access points (where required by subsection C.2.). Such system shall be designed for efficient pedestrian movement and minimization of vehicular-pedestrian conflicts.

E. Vehicular Circulation.

1. If access to the Parcel Proposed for Development is possible along an existing street alignment, then access shall be provided along the existing street alignment.
2. If the extension of an existing street alignment through the Parcel Proposed for Development would connect streets on opposite sides of the Parcel Proposed for Development, then the streets shall be connected across the Parcel Proposed for Development if such connection will complete a grid and improve mobility without materially increasing cut through traffic in a residential neighborhood.
3. If the construction of an alley along the rear property line would connect to a public street and improve vehicular mobility and property access to the benefit both the Parcel Proposed for Development and the bordering property owners, then an alley shall be constructed along the rear property line.

F. Parking Configuration. Parking spaces shall be set back at least 25 feet from the front property line of the parcel proposed for development. Parking aisles that run parallel to the front property line shall be set back at least 50 feet from the front property line of the parcel proposed for development.

G. Utilities and Solid Waste Collection. Utility service infrastructure (*e.g.*, meters, valves, etc.) shall be completely screened from view from public rights-of-way by building walls, wing walls, or screen walls. Dumpster enclosures shall be located behind buildings or set back not less than 60 feet from arterial rights-of-way.

2.08.404 ECO Zone Building Design Standards

- A. Generally. The standards of this Section apply to residential, office, retail, and restaurant uses within the ECO Zone.
- B. **Transparency.** At least 35 percent of the ground floor of the street-facing building elevation between two feet and 10 feet above grade shall be transparent.

Division 2.10.02 Housing Palette

2.10.201 Lot Averaging Option

- A. **Generally.** Lot averaging allows for flexibility with regard to lot width and lot area when property is subdivided for residential uses.
- B. **Applicability.** Applicants may apply lot averaging to the housing types described in Section 2.10.202, *Single-Family Detached*, Section 2.10.203, *Duplex*, or Section 2.10.204, *Townhomes*, as follows:
1. Lot width and lot depth may be reduced by up to 10 percent from the standards set out in the applicable table for lots up to 50 feet in width and 15 percent for lots 50 feet in width or more, provided that the average lot width and lot depth for each housing type within the subdivision is at least that which is set out in the applicable table; and
 2. Each individual block in the subdivision that includes one or more lots that are modified pursuant to this Section includes:
 - a. More than one housing type; or
 - b. A mix of lot sizes such that smaller-than-average lots occupy not more than 40 percent of the block.

2.10.202 Single-Family Detached

- A. **Generally.** Single-family detached homes are residences for one family that are typically located on a privately-owned lot, with private yards on each side of the unit. Single-family detached homes could also be located on condominium-owned property, surrounded by limited common elements for use by residents of the single-family detached home, which would serve the same purpose as a private yard.
- B. **Lot and Building Standards.** The lot and building standards for single-family detached homes are set out in Table 2.10.202A, *Single-Family Detached Lot and Building Standards*. There are nine lot types, which are classified based on their area, width, and location of vehicular access.

Table 2.10.202A Single-Family Detached Lot and Building Standards									
Lot Type	Vehicular Access	Minimum						Maximum	
		Lot Area	Lot Width	Front Setback (Building / Garage Door)	Interior Side Setback	Street Side Setback	Rear Setback (Principal Building / Garage)	Height	Building Coverage
Urban	Alley	4,000 sf.	36 ft.	10 ft. / NA	5 ft.	8 ft.	15 ft. / 0 ft. ¹	30 ft.	single story: 40% two-story: 35%
Large Urban	Alley	4,500 sf.	45 ft.	10 ft. / NA	5 ft.	8 ft.	15 ft. / 0 ft. ¹	35 ft.	single story: 40% two-story: 35%
	Street	4,500 sf.	45 ft.	15 ft. / 20 ft.	5 ft.	8 ft.	15 ft. / 15 ft.	35 ft.	single story: 40% two-story: 35%

Lot Type	Vehicular Access	Minimum						Maximum	
		Lot Area	Lot Width	Front Setback (Building / Garage Door)	Interior Side Setback	Street Side Setback	Rear Setback (Principal Building / Garage)	Height	Building Coverage
General	Street	5,000 sf.	50 ft.	15 ft. / 20 ft.	5 ft.	8 ft.	15 ft. / 0 ft. ¹	35 ft.	35%
Large General	Street	6,000 sf.	60 ft.	15 ft. / 20 ft..	6 ft.	10 ft.	15 ft. / 0 ft. ¹	35 ft.	35%
Suburban	Street	7,000 sf.	65 ft.	15 ft. / 20 ft.	6 ft.	10 ft.	15 ft. / 0 ft. ¹	35 ft.	35%
Large Suburban	Street	10,800 sf.	80 ft.	15 ft. / 20 ft.	6 ft.	10 ft.	15 ft. / 0 ft. ¹	35 ft.	35%
Estate	Street	20,000 sf.	100 ft.	30 ft. / 30 ft.	10 ft.	20 ft.	25 ft. / 0 ft. ¹	35 ft.	30%
Large Estate	Street	2.5 ac.	300 ft.	30 ft. / 30 ft.	30 ft.	30 ft.	30 ft. / 0 ft. ¹	35 ft.	20%

TABLE NOTES:

¹ 0 ft. standard applies to alley-loaded garages, subject to Sec. 2.10.302, *Setbacks Along Alleys, Easement, and Waterbodies*. Garages that are accessed across front or side lot lines are subject to the same setbacks as the principal building.

- C. **Lot-Line Home Variant.** Lot-line homes are a single-family detached housing type that differs from the typical single-family detached form in that they are situated on the lot such that one side building wall is located on a side lot line and the other side is designed to provide an expanded and useable private side yard. Lot line homes are subject to the standards of this subsection.
1. *Subdivision Layout.* Lots that are designated for lot-line homes must be configured such that the zero setback is on the same side of the lot for all of the lots on each street face (see Figure 2.10.202A, Arrangement of Zero Lot Line Setbacks). Street side setbacks are required where the side lot line borders a public right-of-way or a lot or tract that is not approved for use as a lot-line home.
 2. *Design Standards.* The following design standards apply to all lot-line homes:
 - a. No window shall be permitted on the zero lot line side of the house unless:
 1. It opens into an enclosed light court;
 2. It is framed at a minimum of six foot four inches above the room floor so as to not provide a line of sight into the neighboring yard; or
 3. It is composed of glass block, frosted glass, or similar treatment, and is inoperable.
 - b. The lot shall include a usable combined side and rear yard on the opposite of the zero-lot line. The combined yard shall be screened from the street by the front building elevation.
 3. *Access and Maintenance Easements.* Appropriate access and maintenance easements shall be provided to ensure that each lot owner is able to access and maintain the side of the building that is constructed upon the lot line. Easements for overhanging eaves may also be required, as appropriate to the design of the buildings.
 4. *Lot and Building Standards.* The lot and building standards for lot-line homes are set out in Table 2.10.202B, *Lot-Line Home Lot and Building Standards*.

Table 2.10.202A Lot-Line Home Lot and Building Standards										
Lot Type	Vehicular Access	Minimum							Maximum	
		Lot Area	Lot Width	Front Setback	Interior Side Setback	Area of Useable Side / Rear Yard	Street Side Setback	Rear Setback	Height	Building Coverage
Lot-Line Home	Alley	4,500 sf.	45 ft.	10 ft.	6 ft.	900 sf., no less than 15 ft. in any dimension	8 ft.	0 ft. ¹	35 ft.	40%
	Street	5,000 sf.	50 ft.	20 ft.	6 ft.	1,000 sf., no less than 20 ft. in any dimension	8 ft.	15 ft.	35 ft.	35%

TABLE NOTES:
¹ May be increased as provided in Section [2.10.302](#), *Setbacks Along Alleys, Easements, and Waterbodies*

2.10.203 Duplexes

- A. **Generally.** There are two types of duplex houses: standard duplexes and over-under duplexes:
1. In the standard duplex, the dwelling units are separated by a shared wall with no penetrations, and each unit has a separate outside door.
 2. In the over-under duplex, units are separated by a floor, and units may be accessed from an interior foyer with a staircase, or units may have separate front doors at street level. Exterior stair access to the principal entrance to the second floor unit is not allowed.
- B. **Lot and Building Standards.** Table 2.10.203, *Duplex Lot and Building Standards*, sets out the lot and building requirements for duplexes.

Table 2.10.203 Duplex Lot and Building Standards									
Lot Type	Vehicular Access	Minimum						Maximum	
		Lot Area	Lot Width	Front Setback	Interior Side Setback ³	Street Side Setback	Rear Setback	Height	Building Coverage
Standard Duplex	Alley	3,000 sf. ¹	30 ft. ¹	10 ft.	5 ft.	10 ft.	0 ft. ⁴	35 ft.	50%
	Street	4,500 sf. ¹	45 ft. ¹	20 ft.	5 ft.	10 ft.	15 ft.	35 ft.	50%
Over-Under Duplex	Alley	5,000 sf. ²	50 ft. ²	10 ft.	5 ft.	10 ft.	0 ft. ⁴	35 ft.	50%
	Street	5,500 sf. ²	55 ft. ²	20 ft.	5 ft.	10 ft.	15 ft.	35 ft.	50%

TABLE NOTES:
¹ per unit
² per building
³ for outer building walls (does not apply to common wall)
⁴ see Sec. [2.10.302](#), *Setbacks Along Alleys, Easement, and Waterbodies*

2.10.204 Townhomes

- A. **Generally.** Townhomes are an attached housing type in which units are attached to each other in groups of three to eight, with common side walls that do not have penetrations.

- B. **Lot and Building Standards.** Table 2.10.204, *Townhome Lot and Building Standards*, sets out the lot and building requirements for townhomes.

Table 2.10.204 Townhome Lot and Building Standards										
Lot Type	Vehicular Access	Minimum						Maximum		
		Lot Area	Lot Width	Front Setback	Street Side Setback	Rear Setback	Building Separation	Units Per Building	Height	Building Coverage
Standard Townhouse	Alley or Parking Court	1,360 sf.	20 ft.	10 ft.	8 ft.	0 ft.	10 ft.	8	35 ft.	85%
	Street	2,000 sf.	20 ft.	Principal Buildings: 15 ft. Garage Doors: 20 ft.	8 ft.	10 ft.	10 ft.	8	35 ft.	70%

2.10.205 Multiplex and Multifamily

- A. **Generally.**
1. Multiplex and multifamily are both multiple-family building types. Multiplex buildings are constructed to look like large single-family homes. Typically, multifamily takes the form of apartments or condominiums that are two or more stories in height, in walk-up or elevator-access configurations. Multifamily units may also be located in mixed-use buildings, but mixed-use buildings are subject to the standards for nonresidential and mixed use buildings that are set out in **TBD**.
 2. For the purposes of this Code, multifamily is classified as "General Multifamily," "Infill Multifamily," and "Downtown Multifamily." These classifications relate to the anticipated location, scale, and density of the housing type.
- B. **Lot and Building Standards.** Table 2.10.205, *Multiplex and Multifamily Lot and Building Standards*, sets out the lot and building requirements for multiplex and multifamily.

Table 2.10.205 Multiplex and Multifamily Lot and Building Standards										
Lot Type	Vehicular Access	Minimum						Maximum		
		Lot Area (per building)	Lot Width	Front Setback	Interior Side Setback	Street Side Setback	Rear Setback	Units Per Building	Height	Building Coverage
Multiplex	Alley or Parking Court	3 unit bldg.: 8,000 sf. 4 unit bldg.: 10,000 sf. 5 unit bldg.: 12,000 sf.	3 unit bldg.: 80 ft. 4 unit bldg.: 100 ft. 5 unit bldg.: 120 ft.	10 ft.	6 ft.	8 ft.	0 ft. ¹	5	35 ft.	50%
	Street	3 unit bldg.: 8,000 sf. 4 unit bldg.: 10,000 sf.	3 unit bldg.: 80 ft. 4 unit bldg.: 100 ft.	25 ft.	6 ft.	8 ft.	15 ft.	interior lot: 3 corner lot: 4	35 ft.	50%
General Multifamily	Alley or Parking Court	10,000 sf.	100 ft.	10 ft.	6 ft.	10 ft.	0 ft. ¹	not limited ²	(by zoning) ³	35%
	Street	10,000 sf.	100 ft.	25 ft.	6 ft.	10 ft.	15 ft.	not limited ²	(by zoning) ³	35%
Infill Multifamily	Alley or Parking Court	10,000 sf.	70 ft.	10 ft.	5 ft.	8 ft.	0 ft. ¹	not limited	2 stories	40%
	Street	10,000 sf.	70 ft.	25 ft.	5 ft.	8 ft.	15 ft.	not limited	2 stories	40%
Downtown Multifamily	All Types	2,000 sf.	25 ft.	0 ft.	0 ft.	0 ft.	0 ft. ¹	not limited	(by zoning) ³	not limited
TABLE NOTES: ¹ see Sec. 2.10.302, <i>Setbacks Along Alleys, Easement, and Waterbodies</i> ² The total number of units allowed on the lot is limited by the density of the zoning district in which the property is located (if the zoning district limits density), but the number of units in any individual building is not specifically limited. ³ Maximum height is established by the underlying zoning district or applicable overlay district in which the property is located, if the district or overlay district limits height.										

2.10.206 Cottage Clusters

- A. **Generally.** The cottage housing type consists of small single-family detached residences that have a footprint that is 600 square feet or less. Cottages are typically arranged in a cluster around a green space. Vehicular access is provided by a shared parking lot. Cottage clusters may be used for co-housing arrangements. In such cases, a common building with kitchen and meeting and / or indoor recreation facilities and up to two guest bedrooms is permitted as accessory to a cottage cluster.
- B. **Cluster Standards.** The standards that apply to each cottage cluster are set out in Table 2.10.206A, *Cluster Standards*.

Table 2.10.206A Cluster Standards	
Cluster Standard	Requirement
Minimum pervious surface	35%
Perimeter setbacks (buildings)	10 ft.
Perimeter setbacks (parking)	5 ft.
Minimum land area per unit (gross)	1,200 sf.
Maximum units per cluster	12

- C. **Building Standards.** The standards that apply to the buildings within the cottage cluster are set out in Table 2.10.206B, *Building Standards*.

Table 2.10.206B Building Standards	
Building Standard	Requirement
Maximum floor area of ground floor	Cottages: 600 sf. Common Building: 1,200 sf.
Minimum spacing between buildings	Front: 25 ft. All other: 10 ft.
Maximum building height	Cottages: 25 ft. Common Building: 30 ft.

2.10.207 Manufactured Homes

- A. **Generally.** Manufactured homes are a special type of single-family detached home, in that they are constructed in factories according to federal standards, and are designed to be moved. There are three types of manufactured homes: single-wide (transported in one section), double-wide (transported in two sections), and triple-wide (transported in three or more sections).
- B. **Lot and Building Standards.**
1. The lot and building standards for manufactured and tiny homes are set out in Table 2.10.207, *Manufactured Home Lot and Building Standards*. The standards of this section apply to manufactured homes that are located in new manufactured home parks and manufactured home subdivisions, or expanded areas of existing manufactured home parks and manufactured home subdivisions.
 2. In existing manufactured home parks and subdivisions, manufactured homes may be placed on existing lots or spaces that do not comply with this section, provided that they are spaced a minimum of 10 feet apart and 10 feet from property lines.

Table 2.10.207 Manufactured Home Lot and Building Standards									
Lot Type	Parking Location	Minimum						Maximum	
		Lot Area	Lot Width	Front Setback	Interior Side Setback	Street Side Setback	Rear Setback	Height	Building Coverage
Tiny Home	side of unit	1,000 sf.	30 ft.	10 ft.	5 ft.	10 ft.	10 ft.	20 ft.	30%
	front of unit	1,000 sf.	25 ft.	25 ft.	5 ft.	10 ft.	10 ft.	20 ft.	30%
	Off-lot (centralized)	1,000 sf.	10 ft.	10 ft.	5 ft.	10 ft.	10 ft.	20 ft.	30%
Single-Wide	side of unit	4,000 sf.	40 ft.	10 ft.	6 ft.	10 ft.	10 ft.	20 ft.	50%
	front of unit	4,000 sf.	30 ft.	25 ft.	5 ft.	10 ft.	10 ft.	20 ft.	50%
	off-lot (centralized)	3,750 sf.	30 ft.	10 ft.	5 ft.	10 ft.	10 ft.	20 ft.	50%
Double-Wide	side of unit	5,000 sf.	50 ft.	10 ft.	6 ft.	10 ft.	10 ft.	20 ft.	50%
	front of unit	5,000 sf.	40 ft.	25 ft.	5 ft.	10 ft.	10 ft.	20 ft.	50%
	off-lot (centralized)	5,000 sf.	40 ft.	10 ft.	5 ft.	10 ft.	10 ft.	20 ft.	50%
Triple-Wide	side of unit	6,000 sf.	66 ft.	10 ft.	6 ft.	10 ft.	10 ft.	20 ft.	50%
	front of unit	6,600 sf.	60 ft.	25 ft.	5 ft.	10 ft.	10 ft.	20 ft.	50%
	off-lot (centralized)	6,000 sf.	60 ft.	10 ft.	5 ft.	10 ft.	10 ft.	20 ft.	50%



Community & Strategic Planning Division

410 E. 5th Street • Loveland, CO 80537
 (970) 962-2523 • epan-planning@cityofloveland.org
www.cityofloveland.org/DC

INFILL AND CORRIDOR DEVELOPMENT POLICIES

The policy basis for the new standards comes from both Create Loveland and the 287 Strategic Plan. This report highlights some of the most applicable Policies, Supporting Strategies, Land Use Designations and Actions from these two plans.

CREATE LOVELAND

Within several of the Plan Elements of Create Loveland there are Policies and Supporting Strategies that provide general direction in regards to what the goals and considerations of the code update are.

I would like to highlight Supporting Strategy 5.3 from the Plan Element: Invest in Loveland's Older Neighborhoods which speaks directly to the need to create infill codes to facilitate infill development and what should be achieved, compatibility and certainty, with those codes.

5.3 Stimulate infill in vacant properties and promote multiuse development in older neighborhoods by utilizing infill standards that allow for the development of buildings to meet today's needs while being compatible with neighboring structures and providing certainty to neighboring residents

Beyond the Supporting Strategy highlighted above, Create Loveland contains several relevant Policies and Supporting Strategies.

PLAN ELEMENT: A COMMITMENT TO A DOWNTOWN RENAISSANCE

Policy 3. Offer a mix of uses and destinations that encourage residents and visitors to live, work, play, and learn in Downtown.

3.1. Continue developing a strong residential base with a balanced mix of unit types and price points.

Policy 4. Ensure authenticity and quality in architecture and historic character.

4.4. Encourage new development to respect and enhance the visual character of nearby historical buildings by designing new buildings to use core form aspects of these nearby historic buildings such as materials and massing.

PLAN ELEMENT: REVITALIZE OUR CORRIDORS AND GATEWAYS

Policy 1. Foster reinvestment in existing corridors and concentrate commercial activity at prominent intersections and within centers.

- 1.1. Foster reinvestment, redevelopment, and adaptive reuse of underperforming commercial properties, underutilized buildings, vacant properties and brownfield sites such as US 34 west.
- 1.2. Transition underperforming strip commercial uses through strategic infrastructure investment, parcel aggregation, multimodal improvements, street connectivity, aesthetic enhancements, and broadening of allowed uses.

Policy 2. Transition existing land uses to be more transit supportive.

- 2.1. Identify underperforming commercial and retail development and support mixed-use redevelopment in these areas.

Policy 3. Plan and redevelop major corridors in a manner that promotes a positive and attractive image and that advances the economic prosperity of the City.

- 3.1. New development should balance the need for taller buildings and greater density with the need to create an environment that is attractive and comfortable for pedestrians and motorists.

Policy 4. Maintain and enhance Loveland's existing small-town feel, sense of community, and distinct identity.

- 4.1. Encourage transitional buffers between residential neighborhoods and commercial areas, such as alleys, fences, or natural areas, and allow for bicycle and pedestrian connectivity within these buffer areas
- 4.2. Unify Loveland through the design and installation of a cohesive streetscape along arterials.

PLAN ELEMENT: FACILITATE COMPLETE NEIGHBORHOODS

Policy 3. Align new housing development with resident needs and community values.

- 3.1. Utilize residential design standards to achieve neighborhoods that have attractive streetscapes and public realms not visually dominated by garages.

PLAN ELEMENT: INVEST IN LOVELAND'S OLDER NEIGHBORHOODS

Policy 4. Preserve historical residential character.

- 4.1. Encourage new development to respect and enhance the visual character of nearby historical buildings
by designing new buildings to be compatible with the massing, materials, and setbacks of existing structures.

Policy 5. Refresh distressed neighborhoods.

- 5.3 Stimulate infill in vacant properties and promote multiuse development in older neighborhoods by utilizing infill standards that allow for the development of buildings to meet today's needs while being compatible with neighboring structures and providing certainty to neighboring residents

FUTURE LAND USE DESIGNATIONS

Create Loveland introduced the concept of overlay land use Overlay Land Use Designations to Loveland. These Land Use Designations were developed to address the needs of a growing and changing community without changing existing base Land Use Designations. The Enhanced Corridor Overlay Land Use Designation, attached to this memo has several components that could be implemented through the corridor standards, including architecture, setbacks, and the creation of appropriate public spaces.

287 STRATEGIC PLAN

The 287 Strategic Plan begins by laying out a set of Primary Plan Goals, several of these are useful for guiding the work of Task 3 and are listed below.

PRIMARY PLAN GOALS

- Encourage and facilitate redevelopment to increase property values and reinvestment;
- Enhance business opportunities;
- Increase jobs and generate new tax revenue through new development and redevelopment;
- Generate private investment;
- Create a pleasant, safe, and inviting streetscape;
- Create a positive image and an identity through well designed, high-quality development

The 287 Strategic Plan identifies 5 different zones along the corridor. For each of these zones it identifies Challenges and Opportunities as well as Actions that can be taken to address them. Below are some of the Challenges, Opportunities and Actions applicable to Task 3. Not every zone has an applicable Challenge, Opportunity or Action.

ALL ZONES

Challenges and Opportunities

- A more varied mix of land uses along the Corridor and consistent street character are needed to attract high quality development.
- More land is commercially zoned than can be supported by the market. Land use options, other than commercial, would facilitate reinvestment in developed proper ties and reduce leapfrog development.
- Enhance the quality of the streetscape and buildings along the highway to improve the Corridor's image.

ZONE 1

Challenges and Opportunities

- A large number of vacant commercial properties along US 287 from 37th to 65th streets create gaps in destinations.
- Right-size the amount of commercially zoned land, encourage it where it is working, and increase the range of allowable uses.

Actions

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. Create an overlay zone that reflects intent of the Complete Neighborhood category of the Future Land Use Plan. Update Shared Parking standards to provide reduced parking requirements for mixed-use areas as a whole, and not just mixed-use buildings.

- Removes barriers to redevelopment
- Facilitates business reinvestment
- Brings retail customers into walking and biking distance

ZONE 2

Challenges and Opportunities

- Current land use and site development standards should be revised to facilitate cohesive reinvestment.

ZONE 3

Challenges and Opportunities

- Many vacant lots zoned for commercial uses are too small and lack adequate access to be suitable for commercial development.
- Capitalize on the presence of sites appropriate for redevelopment.

ZONE 4

Actions

4.2b Zoning District Map Revisions: Update zoning and coordinate with Larimer County on enclaves to create a consistent zoning for the area in order to allow flexibility for redevelopment/ development options.

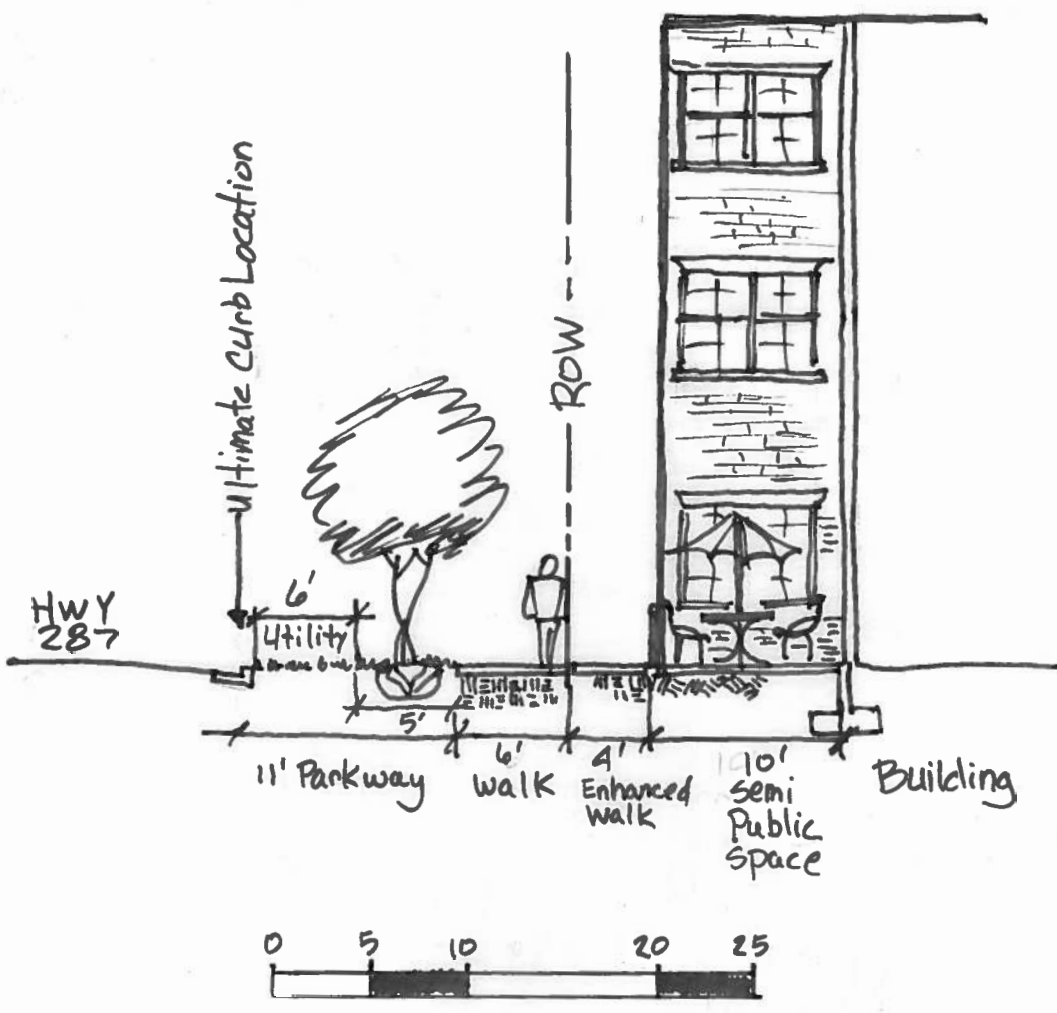
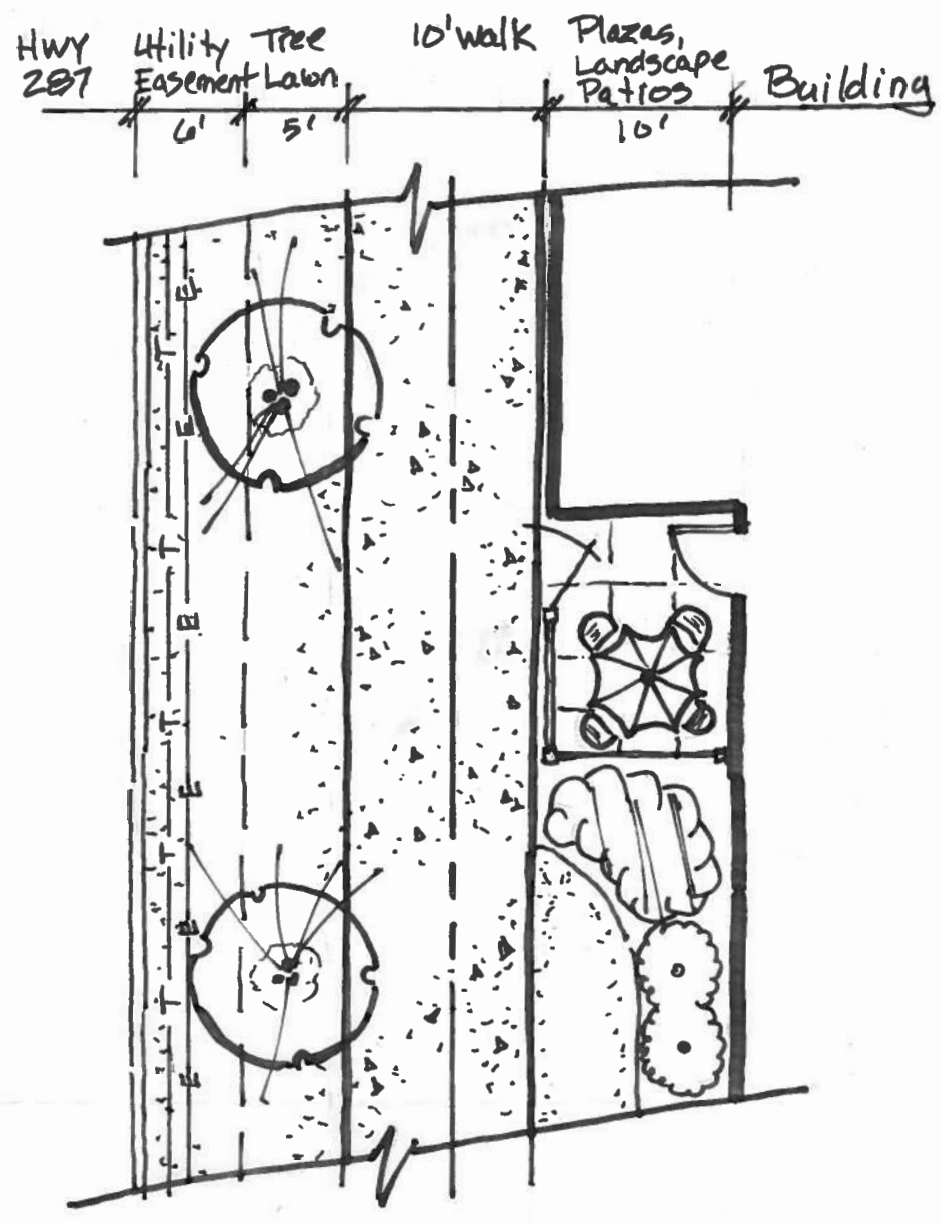
- Primes the area for desired land uses
- Increases development predictability

TASK 3 – INFILL AND CORRIDOR DEVELOPMENT STANDARDS

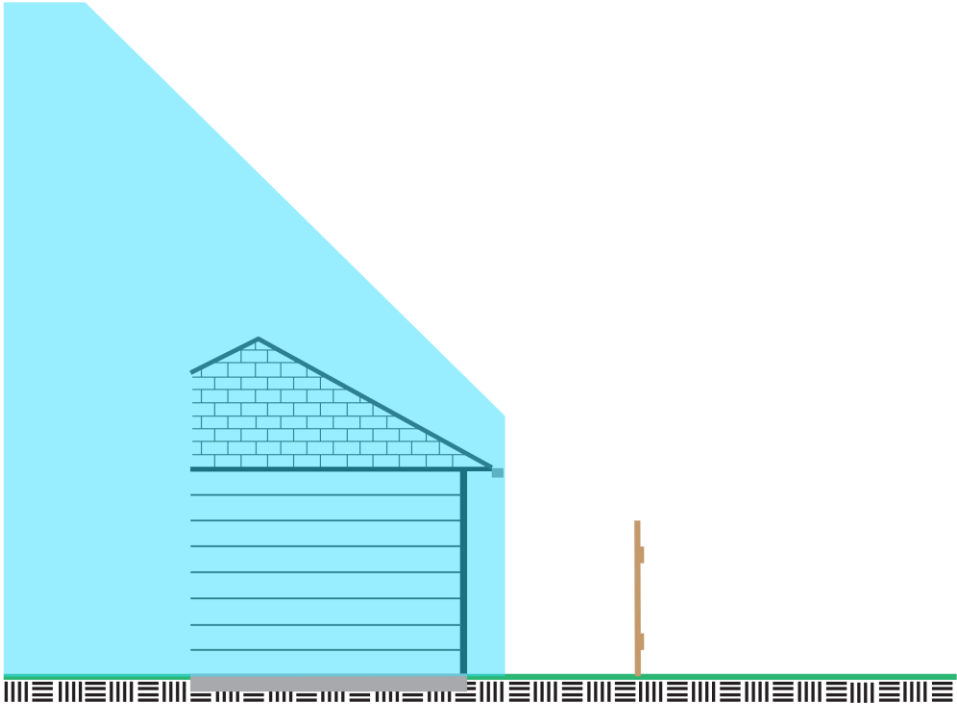
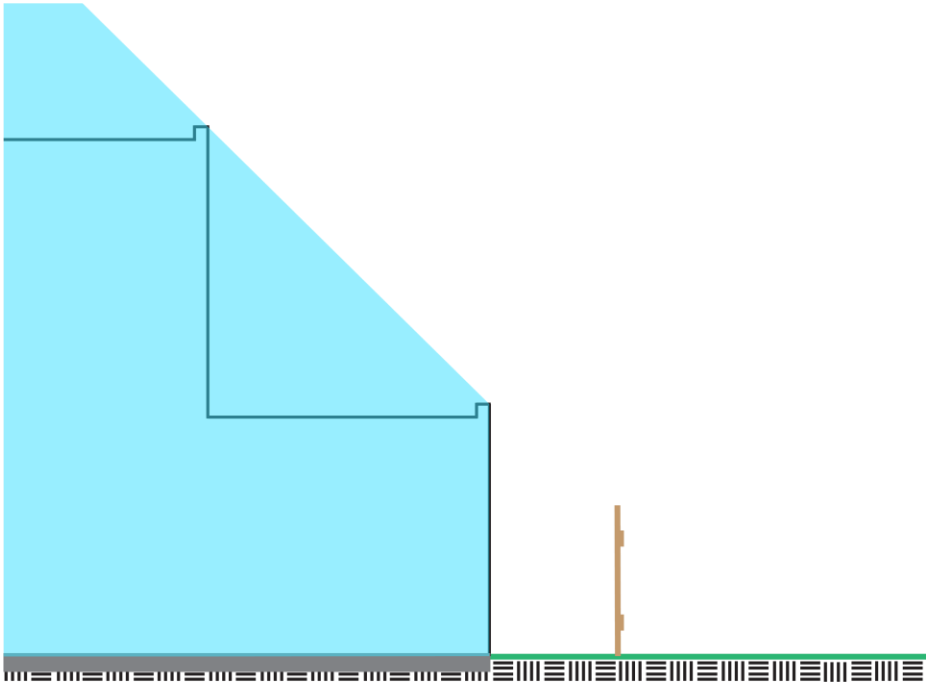
Attachment 4

Sub-Task	2016				2017												
	Month																
	Nov			Dec	Jan			Feb			Mar		Apr		May		
Internal team meeting	11/1 ★	11/15 ★ 1:00 pm	11/29 ★	12/13 ★	Holiday → 1/24 ★			2/7 ★	2/21 ★		3/7 ★	3/28 ★	4/4 ★	4/18 ★	5/2 ★		
Meeting with Todd	11/3 ★	11/14* ★ 5:30 pm	12/1 ★	12/13 ★ 6:30 pm	1/16 ★ 10:00 am	1/19 ★	1/26 ★	2/9 ★	2/16 ★	2/23 ★	3/9 ★	3/13 ★ 5:30 pm	3/23 ★	4/6 ★	4/11 ★ 6:30 pm	4/20 ★	5/4 ★
Title 18 Committee		11/17 ★		12/15 ★		1/19 ★		2/16 ★ 7:00 am			3/16 ★			4/20 ★			
Proposed Infill and Corridor Development Standards				12/22 ★			Where we are today										
Technical Committee				1/16 ★ 10:00 am													
Staff written response				1/24 ★													
Revised Infill and Corridor Development Standards				2/2 ★													
Code Graphics				2/2 ★													
Stakeholder Committee				2/16 ★ 8:00 am													
Title 18 Committee				2/16 ★ 7:00 am													
Planning Commission Study Session/Open House	11/14 ★ Planning Commission - 6:30 pm Open House - 5:30 pm Task 2						3/13 ★ 6:30 pm Open House - 5:30 pm			3/27 ★ 6:30 pm		Planning Commission 6:30 pm					
City Council Study Session				12/13 ★ 6:30 pm Task 2									4/11 ★ 6:30 pm				
Planning Commission Public Hearing				1/23 ★ Task 2											5/8 ★ 6:30 pm		

- ★ Internal team meeting ★ Meetings with Todd (video conference) ★ Staff written response ★ Deliverable ★ Title 18 Committee ★ Technical Committee
 ★ Stakeholder Committee ★ Planning Commission Study Session/Open House ★ City Council Study Session ★ Planning Commission Public Hearing



Sloping Building Height Plane



LAND USE TABLE

(Example)

LAND USE TABLE								
LOT TYPE	ZONING DISTRICTS							Development Standards
	R1	R1e	R2	R3e	Mix-Use Activity Center	Business	Employment	
Urban	A	X	L	L	L	L	X	§6.03.401
General	R	R	A	A	R	A	X	§6.03.401
Lot-Line Home	A	X	A	A	L	A	X	§6.03.402
Townhome	A	C	L	L	R	A	X	§6.03.403
Duplex	A	X	R	R	R	A	X	§6.03.404
Multifamily	C	X	L	R	R	L	X	§6.03.405
Infill Multifamily	C	X	L	L	L	L	X	§6.03.406
Manufactured and Tiny Home	C	X	C	A	L	A	X	§ 6.03.407

LEGEND

R – Use-by-Right L – Limited Use A – Adaptable Use C – Conditional Use X – Use Not Allowed



Required notice and comment to neighborhood and, at discretion of Director based on certain criteria, a neighborhood meeting with possible appeal to Planning Commission.




Development application goes directly to Planning Commission for public hearing with possible appeal to City Council




Approved by Director if in compliance with standards

Housing Palette / Existing Zoning Dimensional Standards Comparison

LEGEND

 Current Zoning Code

 Housing Palette

Estate Residential (ER)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.)			Building Height (ft.)
			Front	Rear	Side	
One-Family Dwelling (R)	Minimum 16,000 Average 18,500	100	20	25	30	35
Large Suburban SFD	10,000	80	20	15	Interior 6 Street Side 10	35
Estate SFD	20,000	100	30	25	Interior 10 Street Side 20	
Large Estate SFD	2.5 acres	300		30	Interior 30 Street Side 30	
Established Low Density Residential (R1e) and Low Density Residential (R1)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.)			Building Height (ft.)
			Front	Rear	Side	
One-Family Dwelling (R)	R1-7,000 R1e-6,000	R1-65 R1e-50	20	15	Single story 5 Two Story 7	35
Two-Family Dwelling (SR)	R1-9,000 R1e-7,000					
General SFD	5,000	50	20	15	Interior 6 Street Side 8	35
Standard Duplex	Street 4,500 Alley 3,000	Street 45 Alley 30	Street 20 Alley 10		Interior 5 Street Side 10	

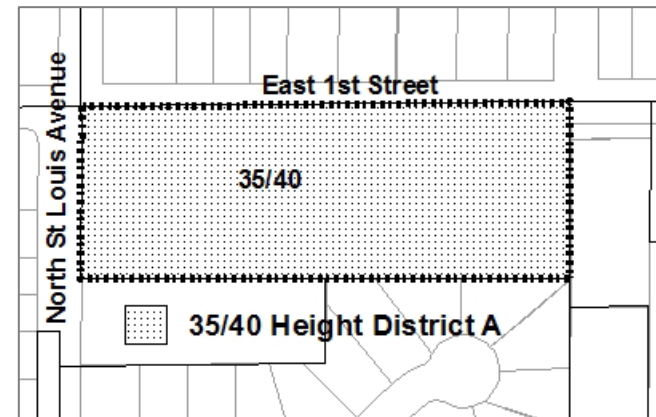
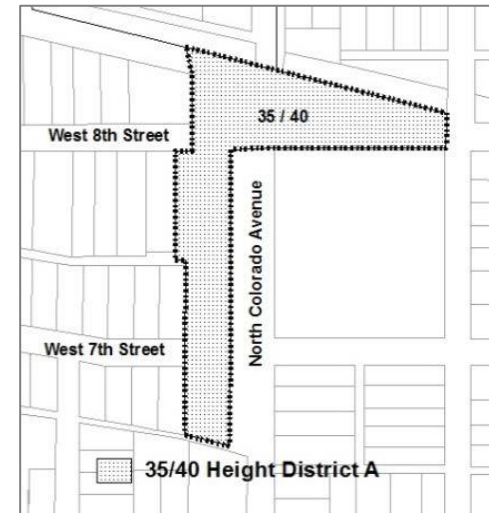
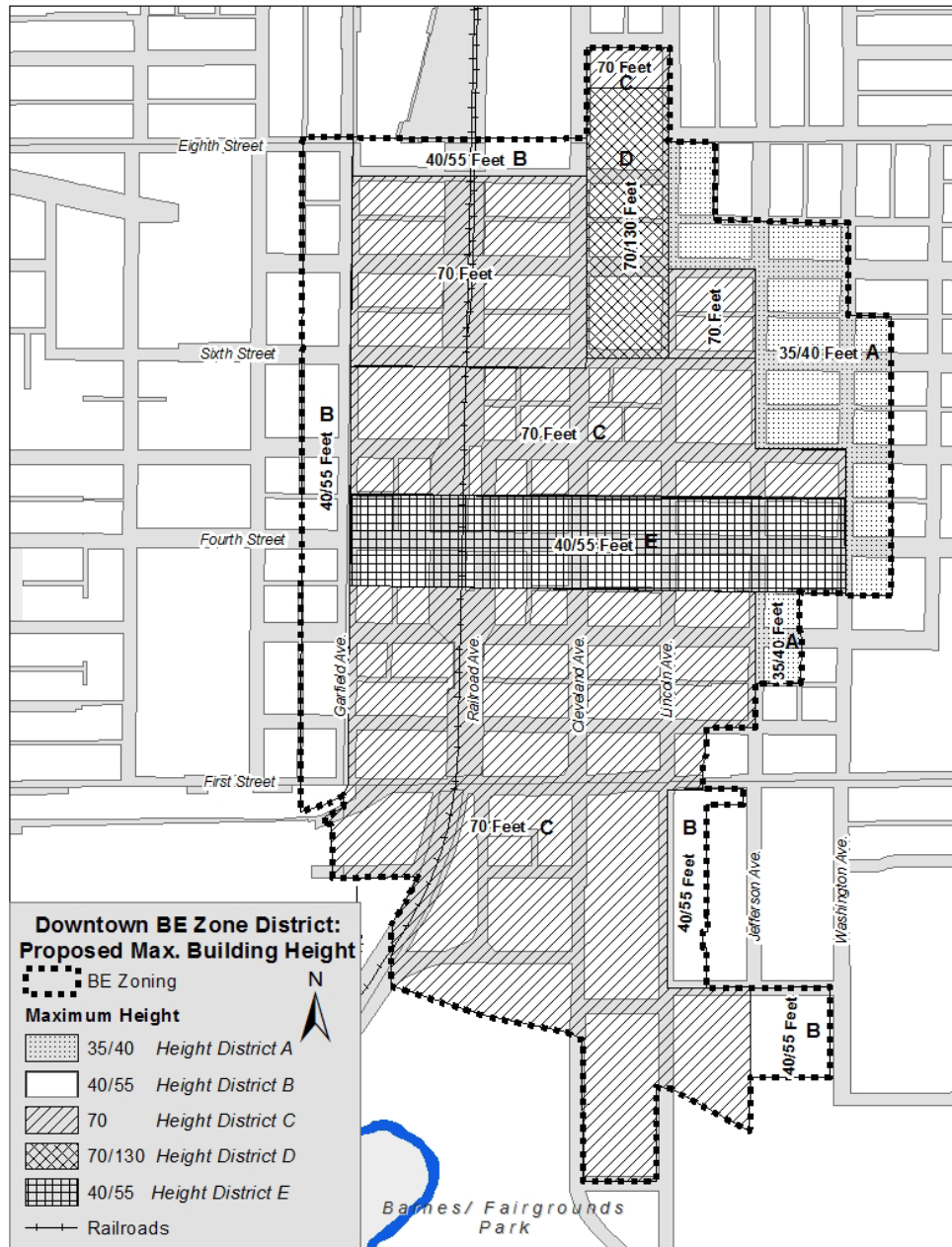
Established Low Density Residential (R1e) and Low Density Residential (R1)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.)			Building Height (ft.)
			Front	Front	Front	
Over-Under Duplex	Street 6,500 Alley 6,000	Street 65 Alley 60	Street 20 Alley 10	15	Interior 5 Street Side 10	35
Large General SFD	6000	60	20		Interior 6 Street Side 10	
Suburban SFD	7,000	65			Interior 5 Alley 8	
Urban SFD	Alley 4,000	36	10			
Large Urban SFD	Alley 4,500 Street 4,500	45	Alley 10 Street 20			
Two Family Residential (R2)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.)			Building Height (ft.)
			Front	Rear	Side	
One Family Dwelling (R)	8,000	65	20	15	Single story 5 Two Story 7	35
Two-Family Dwelling (R)	8,000 20% lots 7,000					
General SDF	5,000	50	20	15	Interior 6 Street Side 8	35
Standard Duplex	Street 4,500 Alley 3,000	Street 45 Alley 30	Street 20 Alley 10		Interior 5 Street Side 10	
Over-Under Duplex	Street 6,500 Alley 6,000	Street 65 Alley 60				

Two Family Residential (R2)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.)			Building Height (ft.)
			Front	Rear	Side	
Three-Family Dwelling (SR)	9,000	30/unit if subdivided	20	15	Single story 5 Two Story 7	35
Multifamily (3 or more units) Number of units limited by zoning density	General & Infill 10,000/building Downtown 2,000/building	General 100 Infill 70 Downtown 25	General/Infill: Street 25 Alley or Parking Court 10 Downtown 0	General/Infill: Street 15 Alley or Parking Court 10 Downtown 0	General: Interior 6 Street Side 10 Infill: Interior 5 Street Side 8 Downtown 0	General 35 Infill 2 stories Downtown by zoning
Established High Density Residential (R3e) and Developing High Density Residential(R3)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.)			Building Height (ft.)
			Front	Rear	Side	
One-Family Dwelling (R)	R3e 6,000 R3 7,000	R3e 50 R3 65	R3e: 15 building front 20 garage front Inside North Cleveland Sub-Area: Within 3 feet of average on block face R3 20	15	Interior: Single story 5 Two Story 7 Street: 15	35
Two-Family Dwelling (R)						
General SFD	5,000	50	20	15	Interior 6 Street Side 8	35
Standard Duplex	Street 4,500 Alley 3,000	Street 45 Alley 30	Street 20 Alley 10		Interior 5 Street Side 10	
Over-Under Duplex	Street 6,500 Alley 6,000	Street 65 Alley 60				

Established High Density Residential (R3e) and Developing High Density Residential(R3)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.)			Building Height (ft.)
			Front	Rear	Side	
Three Family Dwelling (R)	R3e 7,000 R3 8,000	R3e 50 R3 65 30/unit if subdivided	R3e: 15 building front 20 garage front Inside North Cleveland Sub-Area: Within 3 feet of average on block face R3 20	15	Interior: Single story 5 Two Story 7 Street: 15	35
Four Family Dwelling (R)	R3e 8,000 R3 9,000	50	25			
Multi-Family Dwelling (SR)	R3e: 8,000 plus 1,500/unit excess of four R3: 9,000 plus 2,000/unit excess of four	50	25	15	Interior: Single story 5 Two Story 7 Street: 15	40
Multifamily (3 or more units) Number of units limited by zoning density	General & Infill 10,000/building Downtown 2,000/building	General 100 Infill 70 Downtown 25	General/Infill: Street 25 Alley or Parking Court 10 Downtown 0	General/Infill: Street 15 Alley or Parking Court 10 Downtown 0	General: Interior 6 Street Side 10 Infill: Interior 5 Street Side 8 Downtown 0	General 35 Infill 2 stories Downtown by zoning

Established Business (BE)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.)			Building Height (ft.)
			Front	Rear	Side	
One-Family Dwelling (R)	Detached 4,000 Attached 1,699	Detached 35 Attached 17	10 4 th Street Character Area: 0 Between Railroad and Lincoln: 3 rd Street: North 16.5 South 17 5 th Street: North 10 South 15 6 th Street: North 16.5 South 14.5	Right-of-Way 5 Lot Line 10 4 th Street Character Area: 0	Right-of-Way: Detached 5 Attached 0 Lot Line 5 4 th Street Character Area: 0	Dist. A: 35/40 Dist. B: 40/55 Dist. C: 70 Dist. D: 70/130 Dist. E: 40/55 8 th St: 35/40 E. 1 st St: 35/40 <i>(see Figure A)</i>
Two-Family Dwelling (R)	4,000	40			Right-of-Way 0 Lot Line 5 4 th Street Character Area: 0	
Multi-Family Dwelling (R)	5,000	50			Right-of-Way 0 Lot Line 5 4 th Street Character Area: 0	
<i>General SFD</i>	5,000	50	20	15	Interior 6 Street Side 8	35
<i>Standard Duplex</i>	Street 4,500 Alley 3,000	Street 45 Alley 30	Street 20 Alley 10		Interior 5 Street Side 10	
Over-Under Duplex	Street 6,500 Alley 6,000	Street 65 Alley 60				
Multifamily (3 or more units) Number of units limited by zoning density	General & Infill 10,000 /building Downtown 2,000 /building	General 100 Infill 70 Downtown 25	General/Infill: Street 25 Alley or Parking Court 10 Downtown 0	General/Infill: Street 15 Alley or Parking Court 10 Downtown 0	General: Interior 6 Street Side 10 Infill: Interior 5 Street Side 8 Downtown 0	General 35 Infill 2 stories Downtown by zoning

FIGURE A



Developing Business (B)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.)			Building Height (ft.)
			Front	Rear	Side	
One-Family Dwelling (R)	7,000	?	20	15	Interior: Single story 5 Two Story 7 Street: 15	35
Two-Family Dwelling (R)						
Three Family Dwelling						
Four-Family Dwelling	8,000					
Multi-Family Dwelling (SR)	9,000 for first four units plus 2,000 for each additional unit		From street right-of-way line or zoning boundary 25 Alley 15		15	40
General SFD	5,000	50	20	15	Interior 6 Street Side 8	35
Standard Duplex	Street 4,500 Alley 3,000	Street 45 Alley 30	Street 20 Alley 10		Interior 5 Street Side 10	
Over-Under Duplex	Street 6,500 Alley 6,000	Street 65 Alley 60				
Multifamily (3 or more units) ¹ Number of units limited by zoning density	General & Infill 10,000/building Downtown 2,000/building	General 100 Infill 70 Downtown 25	General/Infill: Street 25 Alley or Parking Court 10 Downtown 0	General/Infill: Street 15 Alley or Parking Court 10 Downtown 0	General: Interior 6 Street Side 10 Infill: Interior 5 Street Side 8 Downtown 0	General 35 Infill 2 stories Downtown by zoning

Mixed-Use Activity Center(MAC) and Employment Center (E)						
Residential Uses (Review Process)	Lot Area (sq. ft.)	Lot Width (ft.)	Setbacks (ft.) ²			Building Height (ft.)
			Front	Rear	Side	
Single Family Attached (R)	Lot area controlled by density 16 units/gross acre , except <u>no</u> density imitation if in a mixed use building	None	20	15	5	40
Single Family Detached(R)						
Two Family (R)						
Multi-Family Dwelling (R)						
General SFD	5,000	50	20	15	Interior 6 Street Side 8	35
Standard Duplex	Street 4,500 Alley 3,000	Street 45 Alley 30	Street 20 Alley 10		Interior 5 Street Side 10	
Over-Under Duplex	Street 6,500 Alley 6,000	Street 65 Alley 60				
Multifamily (3 or more units) ¹	General & Infill 10,000/building Downtown 2,000/building	General 100 Infill 70 Downtown 25	General/Infill: Street 25 Alley or Parking Court 10 Downtown 0	General/Infill: Street 15 Alley or Parking Court 10 Downtown 0	General: Interior 6 Street Side 10 Infill: Interior 5 Street Side 8 Downtown 0	General 35 Infill 2 stories Downtown by zoning



Loveland Development Services Department

Open House

New Standards for Unified Development Code

When: March 13, 2017

Where: City Council Chambers, 500 E. 3rd Street, 5:30 pm

Come to the Open House to hear more about new development standards proposed for the Loveland community

Why should I attend?

- The new standards will change development opportunities and patterns along Loveland's highway corridors.
 - Allow buildings to be located at the front property line
 - Allow a maximum building height of 90 feet
 - Apply "sloping building height plane" to ensure compatibility with adjacent residential neighborhoods
 - Require enhance landscaping and pedestrian improvements along the highway frontage
- A "Housing Palette" will allow a greater mix of housing types in new mixed-use zoning districts and existing neighborhoods.
 - Establish standards for new housing types, including single-family urban alley loaded, lot-line homes, over-under duplexes, infill multi-family, Downtown multi-family, cluster homes, manufacture homes and tiny homes
 - Establish new limitations on building coverage and building height to ensure that the scale and mass of infill development reflects that found in existing neighborhoods

The Loveland Planning Commission will consider these new development standards at a Study Session immediately following the Open House. The Study Session will be in the City Council Chambers starting at 6:30 pm.

You are encouraged to stay and attend the Planning Commission Study Session

TO: HISTORIC PRESERVATION COMMISSION (HPC)

FROM: CONCERNED CITIZENS IN WEST DOWNTOWN NEEIGHBORHOODS

DATE: February 20, 2017/HPC Meeting

RE: CREEPING DENSITY AND IMPACTS ON LIVEABILITY

The historical character, liveability and preservation of the area defined largely by Westside Park is being threatened by creeping density which continues to be promoted by the City of Loveland and developers. Close proximity to an expanding downtown, West Side Park and Bill Reed Middle School attract families, children, pedestrians and bicyclists making it an increasingly active area. An increase in car traffic moving on 1st St. is noticeable, and if creeping density continues, parking and congestion and safety issues will continue with negative impacts.

The historic character of many houses and other structures makes it attractive to house purchasers and renters, and this character needs to be preserved. Inappropriately large and out of character structures are being erected and have negatively affected property values and eroded overall liveability.

Zoning designations in area range from single family residential to multiple family and light business, and it is our understanding that the City/Planning Dept. is now working on Overlay Zones for historic areas which would support preservation and protection of our historic neighborhoods.

We encourage the HPC and the City to work with concerned residents to limit and control creeping density. We encourage the City to organize and hold several meetings to facilitate dialogue this winter/spring targeted to area residents focused on Overlay Zoning changes being made.

Please contact Trudi Manuel and/or Zach Andersson to continue our conversation and move forward to address our creeping density concerns.

PRINT NAME	ADDRESS	DATE
MARYlou Rogers	1816 DOVE CREEK CIR	2/9/17
Chris Worthheim	4125 Elm Creek Dr.	2/9/17
Kathy Huchman	945 E. 6 th St.	2/9/17
Celia Marsaw	4250 Tarryall Ct	2/9/17
Nancy Walden	216 Skender	2/14/17
Jack Luffbich	484 W 2nd St.	2-14-2017

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Zoning designations in area range from single family residential to multiple family and light business, and it is our understanding that the City/Planning Dept. is now working on Overlay Zones for historic areas which would support preservation and protection of our historic neighborhoods.

We encourage the HPC and the City to work with concerned residents to limit and control creeping density. We encourage the City to organize and hold several meetings to facilitate dialogue this winter/spring targeted to area residents focused on Overlay Zoning changes being made.

Please contact Trudi Manuel and/or Zach Andersson to continue our conversation and move forward to address our creeping density concerns.

PRINT NAME	ADDRESS	DATE
Kimberly Butts	554 W. 3rd St.	Feb 9, 2017
Nancy B. BRIDEN	5130 CORAL BURST CIR	Feb 9, 2017
A.M.C. Wiedmann	2510 Lake Crest Pl	Feb 9, 2017
Robert Kling	458 W. 8th St.	Feb 9, 2017
Mary McCreevy	1240 W 6th St.	2/9/17
Nancy Morgan	117 S. Washington Ave	2/9/17
Mary Jo Alley	2399 W 29th St.	2/9/17

TO: HISTORIC PRESERVATION COMMISSION (HPC)

FROM: CONCERNED CITIZENS IN WEST DOWNTOWN NEIGHBORHOODS

DATE: February 20, 2017/HPC Meeting

RE: CREEPING DENSITY AND IMPACTS ON LIVEABILITY

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PRINT NAME

ADDRESS

DATE

Kari Klapper	330 W. 5 th St	02/16/17	<i>[Signature]</i>
Zachary Andersson	468 W. 3rd St	02/17/17	<i>[Signature]</i>
Lori Hrzedal Ward	501 W. 4 th St.	2-17-17	<i>[Signature]</i>
Suffie Gressel	355 W 5 th St.	2-17-17	
Chere Becka	340 W 5 th St	2-17-17	(Cw)
Bret Luback	369 W. 4 th St	2-17-17	<i>[Signature]</i>
Katie Johnson	431 W. 3 rd St	2-17-17	KJ

OVER

TO: HISTORIC PRESERVATION COMMISSION (HPC)

FROM: CONCERNED CITIZENS IN WEST DOWNTOWN NEIGHBORHOODS

DATE: February 20, 2017/HPC Meeting

RE: CREEPING DENSITY AND IMPACTS ON LIVEABILITY

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Zach Andersson - Zachandersson@Gmail.com
Trudi Manuel - tremanuel@hotmail.com

PRINT NAME	ADDRESS	DATE
Trudi Manuel	500 W. 3rd St.	2/10/17
Jo Huffaker	260 N. Roosevelt Ave	2/10/17
Ky Huffaker	260 N. Roosevelt Ave.	2/10/17
Angela Townsend	250 Roosevelt Ave	2/10/17
Lynna McIntosh	536 W. 3rd	2/9/17
Kathy Leonard	675 W. 3rd	2-9-17
Lynna McIntosh	536 W. 3rd St	2-9-17

name

address

Attachment 10

Brett Kendrick

502 W. 4th St.

2/17/17

Andrea Crowl

602 W 3rd St

2/17/17

Mike Morgan

117 S. Washington Ave

2/20/17

Joe Ewing

2730 FARISITA DR

2-20-17