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## **APPENDIX D**

### **GDP AMENDMENT FORMS**



**MILLENNIUM GDP  
AMENDMENT HISTORY**

**FIRST MAJOR AMENDMENT (footer date May 4, 2001)**

The First Amendment creates a new Subparcel C3 within Parcel C to allow mixed land use. Sections revised:

- *Section 4 – PARCEL C RESIDENTIAL MIXED-USE NEIGHBORHOODS*
- *Section 11 – Map 6 of 10*

**SECOND MAJOR AMENDMENT (footer date March 19, 2003)**

The Second Amendment includes minor revisions to the design standards of the GDP and the regulatory procedures. Sections revised:

- *Section 1 – Overall GDP Narrative*
- *Section 6 – Non-Residential Site Planning Criteria*
- *Section 7 – Access, Circulation and Parking*
- *Section 8 – Non-Residential Architectural Standards*
- *Section 10 – Residential*
- *Section 12 – Regulatory Procedures*
- *Section 13 – Terms and Definitions*

**THIRD MAJOR AMENDMENT (footer date May 2, 2003)**

The Third Amendment includes minor revisions to the design standards of the GDP. Sections revised:

- *Section 4 – Parcel C Residential Mixed- Use Neighborhoods*
- *Section 9 – Residential Mixed-Use Neighborhoods*

**FOURTH MAJOR AMENDMENT (footer date December 12, 2003)**

The Fourth Amendment includes minor revisions to the design standards of the GDP. Sections revised:

- *Section 2 – Parcel A Global Technology Center East*
- *Section 11 – Maps 2 of 10 and 4 of 10*
- *Section 14 – Environmental Sensitive Area Reports*

**FIFTH MAJOR AMENDMENT AND RESTATEMENT (July 11, 2006)**

This major amendment adds Subparcels and revises zoning for several Subparcels within the Millennium Addition PUD. The major amendment is known as the Millennium Consolidation.

- Amendment to the Comprehensive Master Plan Land Use Plan Map dated January 20, 2006 Resolution No. R-03-2006
- Ordinance No. 5094 Savanna Addition and Amended and Restated Annexation and Development Agreement Rec #2006-0051705
- Ordinance No. 5095 Approving Savanna Addition and the Millennium Addition 5th Amendment and Restatement effective July 11, 2006 Rec #2006-0051707
- Agreement Regarding Environmental Fees Rec #2006-0051710



## MILLENNIUM GDP MINOR AMENDMENTS TO THE MILLENNIUM ADDITION PUD 5TH MAJOR AMENDMENT AND RESTATEMENT

- **FIRST AMENDMENT – 5.1 MINOR** (footer date August 23, 2006)

Amendment 5.1 adds the Planned Sign Program for Twin Peaks First Subdivision (Lots 1-5, Block 1) also known as Medical Center of the Rockies. Sections revised:

- *Section 15 – Appendix C*

- **SECOND AMENDMENT – 5.2 MINOR** (footer date November 6, 2006)

Amendment 5.2 revises Section 14 to add the Natural Area 99 revised rating and associated acceptable uses. Sections revised:

- *Section 14 – Natural Area 99 Rating and Use*
- *Appendix A – City of Loveland Guidance*
- *Appendix B – Previous Studies*
- *Appendix C – Site Evaluation*

- **THIRD AMENDMENT – 5.3 MINOR** (footer date February 2007)

Amendment 5.3 adds the Planned Sign Program for Van de Water Parcel B. (Kohls side). Sections revised:

- *Section 15 – Appendix C*

- **FOURTH AMENDMENT – 5.4 MINOR** (footer date December 4, 2006)

Amendment 5.4 includes minor revisions and technical revisions to the design standards of the Millennium GDP and the regulatory procedures. Sections revised:

- *Section 1 – Overall GDP Narrative*
- *Section 6 – Non-Residential Site Planning Criteria*
- *Section 11 – Maps*
- *Section 12 – Regulatory Procedures*
- *Section 15 – Appendix D – Amendment History Form*

## **SIXTH MAJOR AMENDMENT – (footer date June 6, 2007)**

This major amendment allows residential uses in Parcel A with the provisions noted in each revised section. Sections revised:

- *Section 1 – Overall Narrative*
- *Section 2 – Parcel A*
- *Section 11 – Maps (4 of 9 footer date March 8, 2007)*
- *Section 12 – Regulatory Procedures*
- *Section 13 – Terms and Definitions*

## MILLENNIUM GDP - MINOR AMENDMENTS TO THE MILLENNIUM ADDITION PUD 6TH MAJOR AMENDMENT

- **FIRST AMENDMENT – 6.1 MINOR** (footer date May 17, 2007)

Amendment 6.1 adds the Planned Sign Program for the Chapungu Sculpture Park. Sections revised:

- *Section 15 – Appendix C*

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- **SECOND AMENDMENT – 6.2 MINOR** (footer date June 28, 2007)

Amendment 6.2 adds the revised Planned Sign Program for Twin Peaks First Subdivision (Lots 1-5, Block 1) also known as Medical Center of the Rockies. This replaces the August 23, 2006 version. Sections revised:

- *Section 15 – Appendix C*

- **THIRD AMENDMENT – 6.3 MINOR** (footer date June 06, 2008)

Amendment 6.3 adds the revised sections known as the “Clean Up Doc” Amendment, involving minor grammatical and clarification changes as outlined below. Sections revised:

- *Section 2 – Parcel A*: Amendments to update street names, descriptions of existing water and sewer facilities, references to City-adopted plans and engineering deposit amounts; amendment to clarify School District condition. Please see Sections 2.3.1, 2.3.2, 2.4.1, 2.4.2 and 2.4.3, and Special Condition No. 17.
- *Section 3 – Parcel B*: Amendments to update street names, existing land uses and descriptions of existing water and sewer facilities, and to correct a capitalization error. Please see Sections 3.2.1, 3.2.3, 3.3.1 and 3.4.1, and Special Condition No. 43.
- *Section 11 – Maps*: Update the amendment history on Map 1; clarification of Critical Zone **use restrictions and definition of “schools” on Maps 5 and 6**.
- *Section 12 – Regulatory Procedures*: Amendments to change composition of the Centerra Design Review Committee (see Section 12.1.2); amendments to require notice of neighborhood meetings, hearings and appeals consistent with Municipal Code (see Sections 12.3.3.A.2(c), 12.3.3.B.5, 12.3.4.A.6, 12.3.7.A and B, 12.4.1.C, 12.4.2, 12.4.3.A and B, 12.4.4 and 12.5.2.B); amendments to implement amendments to C.R.S. §24-65.5-101 et seq. See Sections 12.3.4.A.1, 12.3.7.A and 12.3.8; and notice requirements for certain Major Amendments (see Section 12.5.1.B).
- *Section 13 – Terms and Definitions*: Amend Note 2 and remove all italicization.

### **SEVENTH MAJOR AMENDMENT – (footer date July 15, 2008)**

This major amendment is known as the Grange Annexation. Sections revised:

- *Section 1 – GDP Overall Narrative*
- *Section 2 – Parcel A*
- *Section 3 – Parcel B*
- *Section 4 – Parcel C*
- *Section 11 – Maps*
- *Section 13 – Terms and Definitions*
- *Section 14 – Environmental Sensitive Area Reports*
- Amendment to the Loveland Comprehensive Master Plan Land to change the Land Use for the Grange Addition Central Parcel from E-Employment to CAC-Community Activity Center effective June 24, 2018 Resolution No. R-70-2008
- Amendment to the Loveland Comprehensive Plan to change the Land Use for the Grange Addition East Parcel from E-Employment to HDR – High Density Residential and LDR-Low Density Residential, effective June 24, 2008 Resolution No. R-71-2008
- Findings of Fact Re Annexation of the Grange Addition, effective June 24, 2008 Resolution No. R 72-2008
- Ordinance No. 5333, Approving the Grange Addition and the First Amendment to the Amended and Restated Annexation and Development Agreement for the Millennium General Development Plan, effective July 15, 2008 – re-recorded with attachment October 3, 2008 at Rec #2008-0062870



- Grange Addition Annexation Map recorded September 23, 2008 Rec # 2008-0060417 – Added 294.291 Acres
- Ordinance No. 5334, Approving zoning for the Grange Addition and the Millennium Addition – 7th Amendment effective July 15, 2008, recorded September 23, 2008 Rec #2008-0060420
- First Amendment to the Amended and Restated Annexation and Development Agreement for the Millennium General Development Plan effective July 15, 2008 recorded September 23, 2008 Rec # 2008-0060421 Vested Property Rights effective July 19, 2008 (Same Vesting Term)
- First Amendment to the Agreement Regarding Environmental Fees dated June 24, 2008 and recorded September 23, 2008 Rec # 2008-0060422, Resolution No. R 73-2008

**MILLENNIUM GDP - MINOR AMENDMENTS TO THE MILLENNIUM ADDITION PUD 7TH MAJOR AMENDMENT****• FIRST AMENDMENT – 7.1 MINOR (footer date October 16, 2008)**

Amendment 7.1 includes Sections 1, 3, 4 and 11 (Maps 1 through 10) of the GDP. Sections revised:

- *Section 1 – Overall GDP Narrative:* Amendments to reduce total acreage. Please see Section 1.1.1.
- *Section 1 – Overall GDP Narrative:* Appendix 1-1 General Conditions, Transportation 27.5 – Modify number of total daily trip ends.
- *Section 3 – Parcel B:* Amendments to reduce Parcel B acreage and removal of duplicate language. Please see Sections 3.1 and 3.2.1.
- *Section 4 – Parcel C:* Amendments to reduce Parcel C acreage and maximum non-residential sf in Parcels C-3 and C-4 and update a road name. Please see Sections 4.1 and 4.2.2, and Special Condition No. 29.
- *Section 11 – Maps,* Maps 1 through 10: Update the amendment history on Map 1; revise Parcel B and C boundaries on Maps 1 –3, 5, 6 and 10; correct acreage of Subparcels A-1 and A-6 and total acreage of Parcel A on Map 4; revise acreage of Subparcel B-3 and total acreage of Parcel B and correct single asterisk note on Map 5; revise acreage of Subparcel C-4 and total acreage of Parcel C acreage and maximum non-residential sf on Map 6; update footer date on all maps.

**• SECOND AMENDMENT – 7.2 MINOR**

Amendment 7.2 includes Section 15, Appendix C shall be amended to revise the Motorplex Centerra Planned Sign program dated June 13, 2006. The revisions specifically include the addition of A Marketing Sign Program, Sign Type MK. The purpose of the Marketing Sign Program is to give the dealers at the Motorplex additional tools and more flexibility to market the Motorplex District and their individual dealerships. The Revised Motorplex Centerra Planned Sign Program has been approved by the Centerra Design Review Committee (DRC) per DRC Decision Letter dated December 17, 2008.

The following items are included for review and reference regarding the Minor Amendment:

- Revised Motorplex Centerra Planned Sign Program, proposed revisions highlighted in yellow.
  - Addition of Sign Type MK including:
    - Flag Display on I-25 Display Pads,
    - Light Pole Banner Display on internal Motorplex Streets,
    - Dealer Parking Lot Banner Display,
    - On-Lot Temporary manufacturer Banner Display Site, and
    - On-Vehicle Displays.
  - Revised Motorplex Centerra Planned Sign Program, clean version.
  - Copy of Centerra Design Review Committee approval letter dated December 17, 2008.

**EIGHTH MAJOR AMENDMENT – (footer date May 19, 2009)**

This Major Amendment revises the distribution of residential units amount the GDP Parcels. Revised Sections:

- *Section 1 – Overall GDP Narrative*
- *Section 2 – Parcel A*
- *Section 3 – Parcel B*
- *Section 4 – Parcel C*
- *Section 5 – Parcel D*
- *Section 9 – Residential Mixed-Use Neighborhoods*
- *Section 10 – Residential*
- *Section 11 – Maps*
- Second Amendment to the Amended and Restated Annexation and Development Agreement for the Millennium General Development Plan effective May 19, 2009 recorded June 3, 2009 Rec # 2009-0035948; Vested Property Rights effective May 20, 2009
- Ordinance No. 5417 approving the Millennium Addition – 8th Amendment and the Second Amendment to the Amended and Restated Annexation and Development Agreement for the Millennium General Development Plan, effective May 19, 2009 and recorded July 15, 2009 Rec # 2009-0048321 (New 20 Year Vesting Period)
- Second Amendment to the Agreement Regarding Environmental Fees dated June 3, 2009 and recorded June 8, 2009 Rec # 2009-0037286, Resolution No. R 34-2009

**MILLENNIUM GDP - MINOR AMENDMENTS TO THE MILLENNIUM ADDITION PUD 8TH MAJOR AMENDMENT**

• **FIRST AMENDMENT – 8.1 MINOR (footer date May 20, 2009)**

Amendment 8.1 includes Sections 9 and 10 of the Millennium General Development. Sections revised:

- *Section 9 – Residential Mixed-Use Neighborhoods:* Table 9-1 Residential Maximum Height for Buildings and Structures for Multi-Family Dwellings in a Mixed Use-Neighborhood increased from 40 feet to 60 feet.
- *Section 9 – Residential Mixed-Use Neighborhoods:* Section 9.7.2, Residential Multi Family Dwellings in Mixed-Use Neighborhoods Minimum Off-Street Parking requirements modified.
- *Section 10 – Residential:* Table 10-1 Residential Maximum Height for Buildings and Structures for Multi-Family Dwellings increased from 40 feet to 60 feet.
- *Section 10 – Residential:* Section 10.13 Parking Ratios for Multi-Family Dwellings modified.

• **SECOND AMENDMENT – 8.2 MINOR (footer date December 18, 2009)**

Amendment 8.1 includes Revised Centerra Planned Sign Program, Section 15 - Appendix C of the Millennium General Development Plan, Centerra Planned Sign Program, shall be amended as described below. The Revised Centerra Planned Sign Program has been approved by the Centerra Design Review Committee (DRC) per DRC Decision Letter dated December 18, 2009. Sections revised:

- Page 1 of 12 – Addition of “Construction Fence Signs (Temporary) - page 8.1” to the list of sign types addressed in the document and correction of the page numbers for the other sign types.
- Page 8.1 of 12 – Addition of Construction Fence Sign Criteria.

• **THIRD AMENDMENT – 8.3 MINOR (footer date February 8, 2010)**



Amendment 8.3 includes Revised Centerra Planned Sign Program, Section 15 - Appendix C of the Millennium General Development Plan, Centerra Planned Sign Program. Sections revised:

- Page 1 of 17 – Addition of Multi-Family Residential Marketing Pillar Sign (Temporary) to the list of sign types addressed in the document and corrected the page numbers listed under “Applicability” for the other sign types.
- Pages 8 and 9 – Project I.D. and Real Estate Sign (Temporary) criteria modified to include three new sign options with newly proposed materials.
- Pages 10 and 11 – Community Vehicular Directional Sign (Temporary) criteria modified to include two new sign options with newly proposed materials.
- Page 12 – Newly proposed sign type, Multi-Family Residential Marketing Pillar Signs with specific criteria to new sign.

• **FOURTH AMENDMENT – 8.4 MINOR (footer date June 24, 2010)**

Amendment 8.4 includes Section 15 - Appendix C of the Millennium General Development Plan shall be amended to include a copy of the Lake Vista Planned Sign Program. Sections revised:

- Description of the Amendment: The Lake Vista Planned Sign Program details signage to be installed within the 303 Unit Multi-family Project. Sign types include a Project Identification Sign, Pedestrian and Vehicular Directional Signs, Address Signs, Parking Signs and various signs for the amenities such as the Welcome Center, Mail Kiosk and Community Garden. The Lake Vista Planned Sign Program has been approved by the Centerra Design Review Committee (DRC) per DRC Decision Letter July 6, 2010.

• **FIFTH AMENDMENT – 8.5 MINOR (footer date March 1, 2011)**

Amendment 8.5 includes Section 15 - Appendix C of the Millennium General Development Plan shall be amended to include the REVISED Van de Water Parcel B Planned Sign Program. Sections revised:

- The Van de Water Parcel B Planned Sign Program has been revised to include a new type of sign material that is allowed for Tenant Identity Signs (individual pan channel exposed neon letters with bronze exterior returns; see page 5 for details). The REVISED Van de Water Parcel B Planned Sign Program has been approved by the Millennium Design Review Committee (DRC) per DRC Decision Letter February 28, 2011.

• **SIXTH AMENDMENT – 8.6 MINOR (footer date June 1, 2011)**

Amendment 8.6 includes REVISED Section 10 – Eliminate 10.16.F criteria that applied only to Subparcel D-6 which required recessing the garage on least 67% of Single Family Attached Dwellings (SFAD) and Single Family Detached Dwellings (SFDD) on Lots with less than 65 feet of frontage. The following section instates a similar standard for all Subparcels which are zoned for residential uses where 67% of SFAD and SFDD shall have a recessed garage where the building elevation facing a public street is 55 feet wide or less. Sections revised:

- *Section 15 – Appendices:* New Planned Sign Program for Section 15 - Appendix C. The Greens at Van de Water Planned Sign Program is being added to Section 15 Planned Sign Programs Section. The Greens at Van de Water Planned Sign Program has been approved by the Millennium Design Review Committee (DRC) per DRC Decision Letter May 20, 2011.
- *Section 10 – Residential:* REVISED Section 10 (Red-lined Version and Clean Version)
- *Section 15 – Appendices:* The Greens at Van de Water Planned Sign Program dated April 5, 2011.
  - Copy of the Millennium Design Review Committee approval letter dated May 20, 2011.

**NINTH MAJOR AMENDMENT – (Footer May 29, 2012)**

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The major amendment adds definitions for light and heavy manufacturing and specifies location allowances for each use, adjusts non-residential site planning criteria for shadow/shading analysis and context diagrams, modifies public hearing requirement criteria for development proposals, and divides Subparcel A-2 into two distinct Subparcels on the east side of I-25. Sections revised:

- *Section 1 – Overall GDP Narrative*
- *Section 2 – Parcel A*
- *Section 6 – Non-Residential Site Planning Criteria*
- *Section 7 – Access, Circulation and Parking*
- *Section 11 – Maps, Map 4 of 10*
- *Section 12 – Regulatory Procedures*
- *Section 13 – Terms and Definitions*

## MILLENNIUM GDP - MINOR AMENDMENTS TO THE MILLENNIUM ADDITION PUD 9TH MAJOR AMENDMENT

- **FIRST AMENDMENT – 9.1 MINOR (footer date July 5, 2012)**

Amendment 9.1 includes various changes. Sections revised:

- *Section 1 – Overall GDP Narrative*: Clean up the accessory uses and outdoor storage language.
- *Section 12 – Regulatory Procedures*: Clarification on notice for the neighborhood meeting so the intent is clear that it is to be the same as for the public hearings.
- *Section 13 – Terms and Definitions*: Clarification that sign permits and site development plans are also to be considered development projects and as such subject to DRC review.
- *Section 11 – Maps*: Map 6 of 10 – In a prior major amendment we eliminated Subparcel C-3 and made it a part of Subparcel C-1. Footnote 4 still had a reference to C-3 so we needed to correct the description of this area as part of C-1.

- **SECOND AMENDMENT – 9.2 MINOR (footer date January 2013)**

Amendment 9.2 includes various changes. Sections revised:

- *Section 9 – Residential Mixed-Use Neighborhoods*: Clarify language regarding garages.
- *Section 10 – Residential*: Clarify language regarding garages.
- *Section 15 – Appendices*: Appendix C – Update Planned Sign Programs to allow Grand Opening banners to be displayed for 30 days.

- **FIRST TECHNICAL CORRECTION – 9.a (footer date January 2013)**

Technical Correction includes various changes. Sections revised:

- *Section 3 – Parcel B* and *Section 4 – Parcel D*: The Third Amendment Regarding Environmental Fees (High Plains Environmental Center) was approved by Loveland City Council on January 15, 2013. The Third Amendment extends the term of the Agreement through December 31, 2040 and clarifies the process for allocating, reporting and accounting for monies for “Open Space Purposes” and “HPEC Purposes” under the Agreement. The proposed modifications to Section 3 and 4 of the Millennium GDP include making the term of the Environmental Fees consistent with the amended agreement.

- **THIRD AMENDMENT – 9.3 MINOR (footer date December 1, 2013)**

Amendment 9.3 includes amending Section 15 Appendix C – Centerra Planned Sign Program. Sections revised:

- *Section 15 – Appendices*: Revise criteria of the approved Multi-Family Residential Marketing Pillar Signs (MFRMP) in the following way:
  - Modify the Name of the Sign Type (Remove “Multi-Family”)



- Residential Marketing Pillar (RMP) Signs – Sign Type will be allowed for all Residential Developments in Centerra
- Add Single-Family Attached and Single-Family Detached Residential Development Flag Poles for Builder Model Home Complexes

  
- **FOURTH AMENDMENT – 9.4 MINOR (footer date June 15, 2014)**  
Amendment 9.4 includes various changes. Sections revised:
- *Section 2 – Parcel A:* Modify Appendix 2-1 Special Conditions for Parcel A
  - Add a new Special Condition under “Planning” as Special Condition No. 17 with detailed criteria for a roof mounted flag pole for retail uses occupying a minimum of 75,000 SF.
  - Re-Number subsequent Special Conditions after the new Special Condition No. 17.
- The Sections referenced above will be reprinted with approval of this amendment request. A complete copy of the amendment is filed with the City of Loveland Planning Department. A copy of this “Sign-off Sheet” shall be included in Appendix ‘D’ in Section 15 of the Millennium GDP.
  
- **FIFTH AMENDMENT – 9.5 MINOR (footer date June 30, 2014)**  
Amendment 9.5 includes changes to Sections 9 and 10. Sections revised:
- *Section 9 – Residential Mixed-Use Neighborhoods* and *Section 10 – Residential:* Add new Section for Encroachments Permitted Into the Minimum Setbacks. See New Section 9.7 and New Section 10.13.
- Add specific language that clarifies what is allowed as encroachments into the minimum setbacks for residential units.
- Renumber subsequent sections following the new sections in Section 9 and Section 10.
- The Sections referenced above will be reprinted with approval of this amendment request. A complete copy of the amendment is filed with the City of Loveland Planning Department. A copy of this “Sign-off Sheet” shall be included in Appendix ‘D’ in Section 15 of the Millennium GDP.
- *Note: A technical correction was also required for Minor Amendment 9.5 to correct the section reference under the definition for “SETBACKS” in Section 13 – Terms and Definitions to include the two new sections 9.7 and 10.13 as noted above.*
  
- **SIXTH AMENDMENT – 9.6 MINOR (footer date December 2014)**  
Amendment 9.6 includes amending Section 15 – Appendix C: Planned Sign Programs. Sections revised:
- *Section 15 – Appendices:* Add New Millennium East Sixth Subdivision Planned Sign Program
- This planned sign program applies to signs within the Millennium East Sixth Subdivision Regional Commercial Center. Detailed sign criteria is included for site signage and tenant signage including those proposed for Bass Pro Shops. (For the purpose of this sign program, perimeter streets shall be considered US Highway 34, Centerra Parkway, and Sky Pond Drive.)
  
- **SEVENTH AMENDMENT – 9.7 MINOR (footer date November 3, 2015)**  
Amendment 9.7 includes updating language as it relates to Mixed-Use Village Centers and adding a section for performance standards. Sections revised:
- *Section 13 – Terms and Definitions:* Modify Section 12.3.3 A. 2. (b) to clarify the criteria to determine what Development Projects are required to go through the Public Review process as it relates to Mixed-Use Projects.

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- *Section 16 – Mixed Use Village Center:* Addition of Performance Standards for the Mixed-Use Village Center, Section 16.
- *Section 6 – Non-Residential Site Planning Criteria:* Modify Table 6-1 Minimum Setbacks Residential, adding language in the Notes to differentiate between Single Family Attached buildings with two dwellings and Single Family Attached with three or more dwellings as it relates to Side and Back Property Line Minimum Setbacks.
- **EIGHTH AMENDMENT – 9.8 MINOR** (footer date July 19, 2016)  
Amendment 9.8 includes various changes. Sections revised:
  - *Section 13 – Terms and Definitions:* The first part of the amendment is to modify Section 13 Definition for “Single Family Attached Dwelling” to increase the number of attached units that may be constructed in a group to range from two to six units. This modification increases the number by 1, originally stated as attached in groups of two to five units.
  - *Section 13 – Terms and Definitions:* The second part of the amendment includes a new definition in Section 13 for “Small Lot Cottage”. The “Small Lot Cottage”. This new dwelling type shall comply with the performance standards for “Single Family Attached Dwelling”.
- **NINTH AMENDMENT – 9.9 MINOR** (footer date February 1, 2017)  
Amendment 9.9 includes various changes. Sections revised:
  - *Section 9 – Residential Mixed-Use Neighborhoods:* Modify Section 9.8 – “Standards for Specific Immediate Neighborhood Housing Types” for Single Family Detached lots less than 65' in width:
    - *9.8.D.3 – Homes with two car garages – the garage doors shall not comprise more than 47% (was 40%) of one of the ground floor elevations facing a public street. Garages fronting on alleys (both public and private) are exempt from this condition AND*
    - *9.8D5 – Home elevations that face a public street with a second story living area constructed above the garage and the front façade of the living area is on the same vertical plane as the garage below it shall use an architectural roof element to separate the garage from the second floor.*
    - *Two story facades with garage doors fronting on a public street shall be articulated using one of the following design features:*
      - *Incorporate a roof feature or trellis above the garage door to visually separate the garage from the story above.*
      - *Step back the face of the wall on the story above the garage door to vary the massing.*
      - *Incorporate a projecting box bay window above the garage door to add articulation.*
      - *Other similar design elements as approved by the DRC and the Director.*
  - *Section 10 – Residential:* Add Criteria in Section 10.15 “Facades” for Single Family Detached Dwellings less than 39' wide as follows:
    - *10.15.B Single family detached dwellings less than 39' feet in width having two story facades with garage doors fronting on public streets shall be articulated using one of the following design treatments:*
      - *Incorporate a roof feature or trellis above the garage door to visually separate the garage from the story above it.*
      - *Step back the face of the wall on the story above the garage to vary the massing.*
      - *Incorporate a projecting box bay window above the garage door to add articulation.*



- *Other similar design elements as approved by the DRC and the City.*
- *Section 10 – Residential:* Modify Section 10.17 “Garages”:
  - 10.17.E On Single Family Detached lots less than 65’ in width the following criteria shall apply:
  - 10.17.E.3 Homes with two car garages – the garage doors shall not comprise more than 47% (was 40%) of one of the ground floor elevations facing a public street. Garages fronting on alleys are exempt from this condition.
- *Section 9 – Residential Mixed-Use Neighborhoods and Section 10 – Residential:* Modify Sections 9.7 AND 10.13 to add the following option under ENCROACHMENTS PERMITTED INTO THE MINIMUM SETBACKS *“One-story detached accessory structures used as a tool and storage sheds, playhouses and similar uses, (provided that floor area does not exceed 80 square feet) shall be allowed to encroach in a REAR YARD SETBACK so long as the accessory structure is a minimum of 5’ from the rear property line and does not encroach in the minimum side yard setback.”*
- **TENTH AMENDMENT – 9.10 MINOR (footer date May 15, 2017)**  
Amendment 9.10 includes various changes. Sections revised:
  - The first part of the amendment revises the boundary between Millennium GDP Subparcels C-1 and C-4 so that it follows the future Kendall Parkway alignment on Map 6 of 10 in Section 11-Maps:
  - *Section 4 – Parcel C and Section 9 – Residential Mixed-Use Neighborhoods:* The second part of the amendment modifies the density and lot size restrictions along Boyd Lake Avenue in portions of Subparcel C1 for Single Family Detached Dwellings within 300 feet of the existing centerline of Boyd Lake Avenue adjacent to the existing Boyd Lake Shores Subdivision as follows:
    - Section 9, Table 9-1 adjust the maximum density from 2 to 2.5 units per acre, and
    - Section 4, Section 4.2.2 modify the minimum size of lots to 5,500 square feet from 6,000 square feet.
- **ELEVENTH AMENDMENT – 9.11 MINOR (footer date February 6, 2018)**  
Minor Amendment 9.11 includes various changes. Sections revised:
  - *Section 14 – Environmental Sensitive Area Reports:* The amendment adds the Environmentally Sensitive Areas Report for Houts Reservoir “Area 4” Larimer County, Colorado dated February 6, 2018 to Section 14 of the Millennium General Development Plan. The report includes the following:
    - A 75’ buffer from the Operating High Water Mark.
    - An additional 25’ buffer from the wetland boundary.
  - These two buffers combined produced a variable “Maximum Combined Recommended Development Setback” ranging from 75’ to 160’ from the operating high-water mark that encompassed all wetlands in the area.
  - The Environmentally Sensitive Areas Report for Houts Reservoir “Area 4” supersedes the recommendations from the Environmentally Sensitive Areas and Wetland Report by Cedar Creek Associates, Inc dated January 1999 for “Area 4” of the Central Portion.

### **TENTH MAJOR AMENDMENT(footer date February 6, 2018)**

The major amendment includes various changes. Sections revised:

- Ordinance No. 6168 Ordinance Amending Section 18.04.060 of the Loveland Municipal Code, the Same Relating to Zoning Regulations for a Portion of Tract A of the Savanna Second

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Subdivision, City of Loveland Larimer County, Colorado – Rezoning from Millennium to I, Rec No. 20180022953, February 28, 2018

- Ordinance No. 6187 Ordinance Amending Section 18.04.060 of the Loveland Municipal Code, the Same Relating to Zoning Regulations for Portions of Tracts A and D and Portions of Outlots B and C of the Savanna Second Subdivision, City Of Loveland, Larimer County, Colorado - Rezoning from I to Millennium PUD, Rec No. 20180013675, dated March 8, 2018
- Ordinance No. 6188 Ordinance Approving the Annexation of Certain Territory to the City of Loveland, Colorado, to be Known and Designated as “Pfeiff Addition” to the City of Loveland Rec No. 20180013673 dated March 8, 2018
- Ordinance No. 6189 Ordinance Amending Section 18.04.060 of the Loveland Municipal Code, the Same Relating to Zoning Regulations for “Pfeiff Addition”, City Of Loveland Rec No. 20180013674, March 8, 2018
- Ordinance No. 6190 approving the Amended General Development Plan for the Millennium Addition – 10th Amendment, Granting Certain Exceptions from the Loveland Municipal Code and Approving the Third Amendment to the Amended and Restated Annexation and Development Agreement for the Millennium General Development Plan, effective April 13, 2018 and recorded Rec # 20180022018 (Updated Vesting Period)
  - Section 1, Background Information was updated with current acreage numbers
  - Section 1, Reference to the City of Loveland Comprehensive Master Plan was updated to “Master Plan” and in Section 13 the Definition was amended to “Master Plan” means the City’s master plan for the physical development of the City entitle CREATE LOVELAND adopted on July 19, 2016 by Resolution No. R-65-2016, and all amendments thereto.
  - Section 1, Revisions to Special Condition 35, Acquisition of Easements/Rights-of-Way
  - Section 3, Revised total acres for Parcel B, New Special Condition for Subparcel B-3 Replat required for development of Tract D of the Savanna Second Subdivision
  - Section 4, Total Parcel Acreage updated, Existing Land Use Information Updated to include residential.
  - Section 4, New Special Condition under Planning for Subparcel C-4, Replat required for development for Tract A of the Savanna Second Subdivision
  - Section 5, Total Parcel Acreage updated due to the Pfeiff Addition (Subparcel D-10), Increase in the Number of allowed residential units, New ESAR referenced for Subparcel D-10
  - Section 5, Several Existing Special Conditions updated to include applicability to Subparcel D-10 and New Special Condition added under Transportation and Water/Sewer specifically for Subparcel D-10
  - Section 11, Updated all Maps to reflect revised boundaries of parcels due to the rezoning.
  - Section 12, Reference to the City of Loveland Comprehensive Master Plan was updated to “Master Plan” and in Section 13 the Definition was amended to “Master Plan” means the City’s master plan for the physical development of the City entitle CREATE LOVELAND adopted on July 19, 2016 by Resolution No. R-65-2016, and all amendments thereto.
  - Section 14 ESAR for Subparcel D-10 added
- Resolution No. R-18-2018 Fourth Amendment to the Agreement Regarding Environmental Fees approved by City Council on February 20, 2018, Rec. No. 20180016485 dated March 22, 2018



## MILLENNIUM GDP - MINOR AMENDMENTS TO THE MILLENNIUM ADDITION PUD 10TH MAJOR AMENDMENT

- FIRST AMENDMENT – 10.1 MINOR (footer date April 11, 2018)

Amendment 10.1 includes various changes. Sections revised:

- *Section 13 – Terms and Definitions:* The amendment revises the definition for Senior Housing of a Non-Residential Nature in Section 13 of the Millennium General Development Plan. The revision includes the following:
  - Eliminates Independent Living Communities from the list of examples for Senior Housing of a Non-Residential Nature definition.
  - Eliminates the statement “may not include a kitchen” from the definition.

- SECOND AMENDMENT – 10.2 (FOOTER DATE November 6, 2019)

Amendment 10.2 includes various changes. Sections revised:

- *Section 11 – Maps:* The amendment modifies Map 4 of 10 in Section 11 of the Millennium General Development Plan as follows:
  - Modify the boundary between Subparcels A-2 and A-3 to align with Centerra Parkway. This would decrease the size of Subparcel A-3 and increase the size of Subparcel A-2 (50 acres respectively). Shift 215 of the approved residential units from Subparcel A-3 to Subparcel A-2 while maintaining the same number of Maximum dwelling units overall for Parcel A.
  - The maximum number of residential units allowed in the new Subparcel A-2 and Subparcels A-5, A-6, A-7 and A-8 shall be reviewed in aggregate rather than Subparcel by Subparcel. The total maximum allowable number of residential units in Parcel A will remain 3,781 dwelling units per General Note #1 on Map 4 of 10.

## ELEVENTH MAJOR AMENDMENT

The major amendment, including the Fourth Amendment to the Amended and Restated Annexation and Development Agreement for the Millennium General Development Plan and Sixth Amendment to the Agreement Regarding Environmental Fees, was withdrawn from City consideration on August 31, 2023.

## TWELFTH MAJOR AMENDMENT

The major amendment includes various changes. Sections revised:

- Ordinance No. [REDACTED] approving the amended General Development Plan for the Millennium Addition PUD 12th Amendment, granting certain exceptions from the Loveland Municipal Code.
  - Section 1, Update terminology and permitted uses, and to emphasize the applicability of certain processes, such as use transfers and early building permits.
  - Sections 2, 3, 4 and 5, Since the Millennium GDP was approved and development commenced, many required actions, such as mineral notice, land dedications, and construction of improvements, have been completed. This proposed GDP Amendment leaves in the original obligation, for historical record keeping purposes, but adds a statement of what has been completed or partially completed where that is the case.
  - Section 11, Update Maps per changes in Sections 1-5 of the Millennium GDP.
  - Section 12, Clarify and simplify the early building permit process, so that these permits can quickly be issued where appropriate.

## GENERAL DEVELOPMENT PLAN

---

- Section 12, Define what constitutes a conflict or inconsistency between the Millennium GDP, the Code, and the Municipal Code, and how such conflicts should be handled, especially when one document is silent on a specific issue in question.
- Section 12, Clarify the role of the Centerra DRC and to document the role of the City Staff representative to the Centerra DRC, so that the review process is more well-defined and streamlined.
- Section 12, Clarify the review process for deviations from performance standards set forth in the Millennium GDP, and the City and Centerra DRC's role in approving the deviation.
- Section 12, Defines a mechanism for converting proposed use areas from commercial uses to residential uses, and vice versa.
- Section 12, Although the Millennium GDP always provided that City review of development applications within Centerra should be expedited according to an agreed-upon set of timelines, these timelines were not incorporated into the Millennium GDP. Also, the Millennium GDP did not specify the outcome in the event the timelines were not met. This draft proposes revisions to add the timelines as an exhibit, and to clarify the consequences when deadlines are not met.
- Section 13, Where necessary or convenient to support or illuminate the substantive revisions, new definitions have been added. Some existing definitions have also been clarified. Similarly, defined terms throughout the different sections of the Millennium GDP have been revised for internal consistency.
- References to the Code and the Municipal Code have been revised to match the appropriate sections.
- Internal formatting in tables of contents, numbering, tables, headers and footers, has been updated for consistency.
- Ordinance No. [REDACTED] approving the Fifth Amendment to the Amended and Restated Annexation and Development Agreement for the Millennium General Development Plan, which agreement creates a vested property right pursuant to Section 24-68-103 Colorado Revised Statutes, as amended
- Resolution #R-[REDACTED]-2023 approving the Seventh Amendment to the Agreement Regarding Environmental Fees, which agreement imposes fees on residential and nonresidential development of the area known as Centerra South.

**MILLENNIUM GDP –AMENDMENT #** (insert amendment number here)

Sign-off sheet

Indicated Type of Amendment:	Major	Minor										
If Major, date of City Council Approval:												
Indicate Sections Effected by Amendment:	1	2	3	4	5	6	7	8	9	10	11	12
Footer Date Corresponding to Updated, Amended Sections:												

**Description of the Amendment:** (include as detailed a description of amendments by section and sub-section number as possible; use multiple pages if necessary)

The Sections references above, are revised and reprinted with approval of this amendment. A complete copy of the amendment is filed with the City of Loveland Planning Department. A copy of this "Sign-off Sheet" shall be included in **Appendix 'D' in Section 15 of the Millennium GDP**.

Staff Use Only:

*The following signature provides acknowledgement that the above reference amendment was received and approved through the appropriate City process and is now incorporated into the Millennium General Development Plan:*

---

*City of Loveland Current Planning Manager*  
(or his/her designee)

---

*Date*

---

# **APPENDIX E**

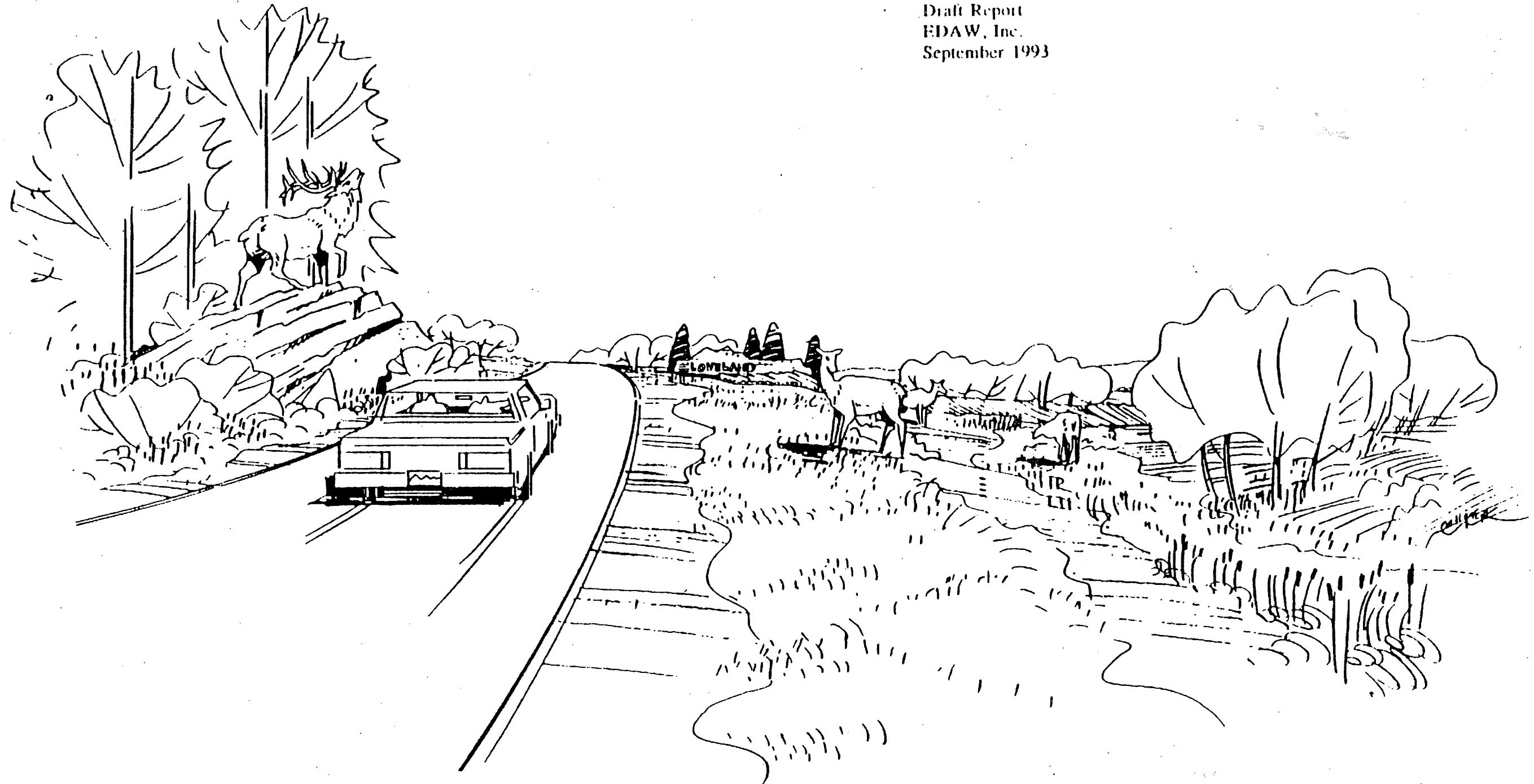
## **U.S. 34 CORRIDOR PLAN**



# U.S. 34 Corridor Plan

*City of Loveland Community Development Services  
Loveland Economic Development Council*

Draft Report  
EDAW, Inc.  
September 1993



# **U.S. 34 Corridor Plan**

*City of Loveland Community Development Services  
Loveland Economic Development Council*

**Draft Report**  
EDAW, Inc.  
September 1993

## **Acknowledgements**

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# U.S. 34 Corridor Plan

**City of Loveland Community Development Services  
Loveland Economic Development Council**

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## *Chapter I - Introduction*



## Chapter I - Introduction

### The Purpose of the Plan

U.S. 34 is a major highway that links Loveland with Interstate 25 (I-25), and is therefore a major entryway to the City. The purpose of this plan is to ensure that a high level of visual quality is preserved along this entryway as the adjacent lands develop.

The recent increase in development activity along the eastern portion of U.S. 34 prompted the City of Loveland to prepare a plan as soon as possible. Three major new developments are in various stages of planning and development, including a large private outdoor water recreation facility, a regional shopping mall and a high-tech light industrial complex. These developments alone occupy over 200 acres within the study area. Other landowners along the corridor have also expressed interest in developing their lands. Also, two areas on the south side of U.S. 34 -- between Madison Avenue for one mile toward the east and from County Road 9 for  $\frac{1}{2}$  mile toward the east -- were recently designated Enterprise Zones, which means that businesses will receive special economic incentives to locate in these areas.

This plan is not a land use plan, nor does it assume future land uses for the areas adjacent to U.S. 34. It is intended to be adopted as Site Development Guidelines and Standards specifically for the U.S. 34 corridor study area that modify, or are in addition to, existing City plans and regulations. The plan will guide City projects and provide the framework for evaluating site plans for development in the vicinity of U.S. 34.

### The Study Area

The study area extends along U.S. 34 for approximately  $3\frac{1}{2}$  miles, from the eastern edge of Loveland at Boise Avenue, to and including the interchange at I-25. Approximately  $\frac{1}{2}$  mile either side of the corridor was also included, as these lands will directly affect the visual quality from U.S. 34. The study area is shown on the maps located in Chapters III, IV and VI.

### The Planning Process

The project was initiated in April 1993 with the selection of EDAW Inc., a professional planning and landscape architecture firm, to assist the City and the Loveland Economic Development Council in the development of the plan. The process of creating the plan involved utilizing a citizen's task force for ideas and to review and comment on alternatives. Four work sessions were held with the task force at key decision points. Adjacent property owners were invited to attend a meeting just for them, and two open houses that were also open to the public. Public meetings were also held as part of the plan adoption process.

The technical development of the plan included:

- An inventory of existing and proposed conditions within the area of influence adjacent to the corridor, including:
  - *Land Uses*
  - *Land Ownership*
  - *Utilities*
  - *Natural Features*
  - *Roadway Improvements*
  - *Vehicular, Bicycle and Pedestrian Access and Circulation*
  - *Views*
- An analysis of the experience sequence of a highway traveler as he enters the City of Loveland;
- Development of alternative design concepts; and
- Refinement of preferred concepts into a set of recommendations relating to the corridor elements, including:
  - *Designating view windows to Longs Peak and the Mummy Range*
  - *Dimensions and character of landscape zones adjacent to the roadway*
  - *Improvements to the U.S. 34/I-25 interchange*
  - *Maintaining visibility to the proposed sculpture park and visitor center*
  - *Location of sculpture and City identification signage*
  - *Location of pedestrian walkways and bicycle routes*
  - *Vehicular access to adjacent parcels*
  - *Lighting and signalization*
  - *Signage*
  - *Desirable materials for hardscape and architectural elements*

Figure 1 - Planning Process, illustrates the project schedule and tasks.

## U.S. 34 Corridor Plan Planning Process

Tasks	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1 Project Start-Up Meeting								
2 Base Map Preparation, Inventory, Site Analysis								
3 First Task Force Meeting			May 13					
4 Develop Alternative Design Concepts								
5 Second Task Force Meeting				Jun 10				
6 Develop Preferred Design Concept/Preliminary Standards and Guidelines								
7 Third Task Force Meeting					Jul 8			
8 Draft Corridor Plan						Aug 5		
9 Public Open Houses, Meetings with Individual Landowners and Concerned Citizens							Sep 2	
10 Fourth Task Force Meeting								
11 Presentations to Planning Commission, Economic Development Council, City Review Boards, City Council								
12 Final Draft Corridor Plan								
13 Public Hearings for Plan Adoption								
14 Prepare Final Report								Dec 1

Figure 1.1 - Planning process

## Summary of Recommendations

Chapter VI explains in detail the recommendations that resulted from the planning process. Some of the more substantive recommendations are:

1. Preservation of views to Longs Peak and the Mummy Range from four locations along the U.S. 34 Corridor through limiting the height of structures and landscape materials within these areas. These view windows are located on Map 4. Master Plan contained in Chapter VI.
2. Creation of a Gateway at the U.S. 34/I-25 interchange through modifications to the overpass bridge structure, landscaping with native plant material, and placing sculpture within the right-of-way. See Figures 6.3 and 6.4.
3. Designation of 80' landscape zones adjacent to U.S. 34 for the majority of the corridor, with exceptions in locations where irrigation ditches limit the developable area of a parcel, and in the more urban area west of the Greeley-Loveland Irrigation Canal. Map 4. Master Plan shows the locations of the various landscape zones.
4. Designing the streetscape to be simple, naturalistic, non-urban and informal to create an open, rural feeling. The roadway should not have curb and gutter; signal and light poles should be plain so as not to attract attention to themselves; only intersections should be lighted at night; signage should be subtle and low profile; plants should be native varieties, with a mix of deciduous and coniferous materials; and naturalized grasses, wildflowers, trees and shrubs should be placed in large masses to respond to the width of the corridor and the speed at which the viewer is traveling. Berms and informal shrub groupings should be used to screen views of the ground plane of adjacent development from U.S. 34. Figure 6.1 shows a typical streetscape treatment.
5. Locating east-west pedestrian pathways along roads parallel to U.S. 34 rather than along the highway itself.
6. Incorporating sculpture into the corridor landscape to reinforce Loveland as an artistic community.
7. Planning for future widening of U.S. 34 to a six-lane highway, and reconfiguration of the U.S. 34/I-25 interchange, as stated in the Colorado Department of Transportation long range plan, by measuring landscape zones from the future edge of pavement, and designing the interchange improvements to minimize costs and allow for future changes.
8. Limiting the height of signs to a maximum of 12' and prohibiting pole signs.
9. Using brick, sandstone, textured and colored concrete block, and bronze colored metal or iron work for planters, fencing, and other site elements located on properties adjacent to the corridor.
10. Reducing the number of trees currently required to be planted in the landscape zone by the Site Development Performance Standards and Guidelines for commercial and industrial land uses. Under current regulations commercial uses would be required to plant 5.5 trees per 100 linear feet of U.S. 34 frontage, light industrial uses must plant 7.5 trees, and heavy industrial uses must plant 10 trees. This plan recommends 4 trees per 100 linear feet, which equals 1 tree every 25'. This allows for trees to be placed in groups with gaps between groups for the view windows. Figures 6.18 and 6.19 show what this level of landscaping looks like when applied to the 60-80' landscape zones. The requirements for landscaping parking lots and buffer yards not adjacent to U.S. 34 have not been changed.
11. Encouraging aesthetically pleasing architecture by including guidelines such as: avoid large, uninterrupted expanses of a single material; accessory buildings shall be of similar compatible design and materials as the main building; and, rooftop equipment and accessories shall be non-reflective, installed in a manner that prevents obstruction of views of other sites and structures, and painted the same color, to be compatible with the building architecture.

**Existing Plans and Related Development Regulations**

**Existing Plans**

In 1992, the City of Loveland has adopted a long range planning tool called "*The Agenda For The Nineties and Beyond*," which contains visions and goals regarding the future direction of the City. These visions and goals provided general guidance in terms of how the City perceives itself and the image it desires to portray. This document reinforces the importance of the U.S. 34 corridor as a major gateway to the City.

"*The Agenda For The Nineties*" also includes a Town Image Map that identifies landmarks, nodes, paths and districts within and surrounding the City. U.S. 34 is identified as an "*Entry Corridor*" with "*Gateways*" located at I-25, the Greeley-Loveland Irrigation Canal crossing and at Madison Avenue (1/4 mile to the west of this study area). The lands adjacent to U.S. 34 between Boise Avenue and the Greeley-Loveland Irrigation Canal are considered part of the "*Urban District*," the area that "*would develop at intensities permitted by the current municipal zoning ordinance*." No specific district was identified for lands east of the irrigation canal as part of the plan. Instead, these areas were identified as needing "*Area Plans*."

This plan is consistent with and further develops the ideas contained in "*The Agenda for the Nineties*".

Other plans that were considered in the preparation of this plan are:

- *The 1982 City of Loveland Master Plan*
- *The 1982 Transportation Master Plan*
- *The 1986 Entryway Beautification Plan*
- *Colorado Department of Transportation (CDOT) Construction Documents for U.S. 34*
- *North Front Range Corridor Study prepared in 1986 by Parsons, Brinkerhoff, Quaid and Douglas, Inc. for CDOT*
- *Approved Development Plans and Subdivision Plats for Parcels Adjacent to U.S. 34*

**Development Regulations**

Currently, development within the City of Loveland must comply with the City's Subdivision Regulations, Zoning Ordinance, Site Development Performance Standards and Guidelines, and the Sign Code.

***The Subdivision Regulations***

The Subdivision Regulations generally define the process and fees required to subdivide land into smaller parcels. This plan does not affect the Subdivision Regulations.

***The Zoning Ordinance***

The Zoning Ordinance defines the allowable uses on a piece of land and addresses such things as minimum setbacks, parcel size and number of parking spaces. This plan defines landscape zones adjacent to U.S. 34 that may require structures and parking lots to be set back further than is currently required by the Zoning Ordinance.

***The Site Development Performance Standards and Guidelines***

The Site Development Performance Standards and Guidelines pertain to the character of the landscape and quality of the overall design of all development, with the exception of some one-family and two-family dwellings. This plan will apply to all development within the study area and will expand upon or supersede the current performance standards and guidelines.

***The Sign Code***

The Sign Code regulates the size, height and appearance of signs that are visible beyond the boundaries of the premises upon which they are located. This plan contains recommendations for the design of signs within the study area that are more restrictive than the current sign code.

---

## *Chapter II - Goals and Objectives*



## Chapter II - Goals and Objectives

### Goal 1

#### Develop U.S. 34 as a Gateway to the City of Loveland and the Rockies

##### *Objectives*

- Choreograph the entry experience from the roadway.
- Develop a consistent and appropriate theme that unifies the corridor.
- Preserve and enframe mountain views.
- Incorporate regional forms and materials in design elements.

### Goal 4

#### Preserve Loveland's Small Town Character

##### *Objectives*

- Minimize signalized intersections and traffic congestion.
- Develop an environment that is friendly and safe for pedestrians.
- Maintain openness along portions of the corridor by clustering structures and setting them back from the roadway.

### Goal 2

#### Celebrate Loveland as an Artistic Community

##### *Objectives*

- Integrate sculpture into the landscape.
- Incorporate a high level of craftsmanship, high quality materials and superior design in all corridor improvements.

### Goal 5

#### Provide Access for all Citizens Regardless of Age or Handicaps

##### *Objectives*

- Ensure that all developments comply with the Americans with Disabilities Act (ADA).

### Goal 3

#### Encourage Tourists to Spend Time and Money in Loveland

##### *Objectives*

- Create an attractive and inviting environment along the corridor.
- Maintain visibility to commercial properties.
- Establish a clear wayfinding system to tourist destinations.

### Goal 6

#### Decrease Reliance Upon the Automobile for Transportation

##### *Objectives*

- Provide safe and attractive bicycle routes to new development.
- Consider future bus stops or other potential mass transit systems in the design of the corridor.



## *Chapter III - Inventory and Analysis of Existing Conditions*



## Chapter III - Inventory and Analysis of Existing Conditions

### Context

U.S. 34 is one of four entryways to the City of Loveland and is the major access route from Cheyenne, Denver and Greeley. U.S. 34 is also heavily used by tourists on their way to Rocky Mountain National Park.

The majority of the study area is currently within unincorporated Larimer County; however, all of it is within the Urban Growth Area for the City of Loveland and is therefore expected to annex into the City as development occurs (see Figure 2.1 - Regional Context).

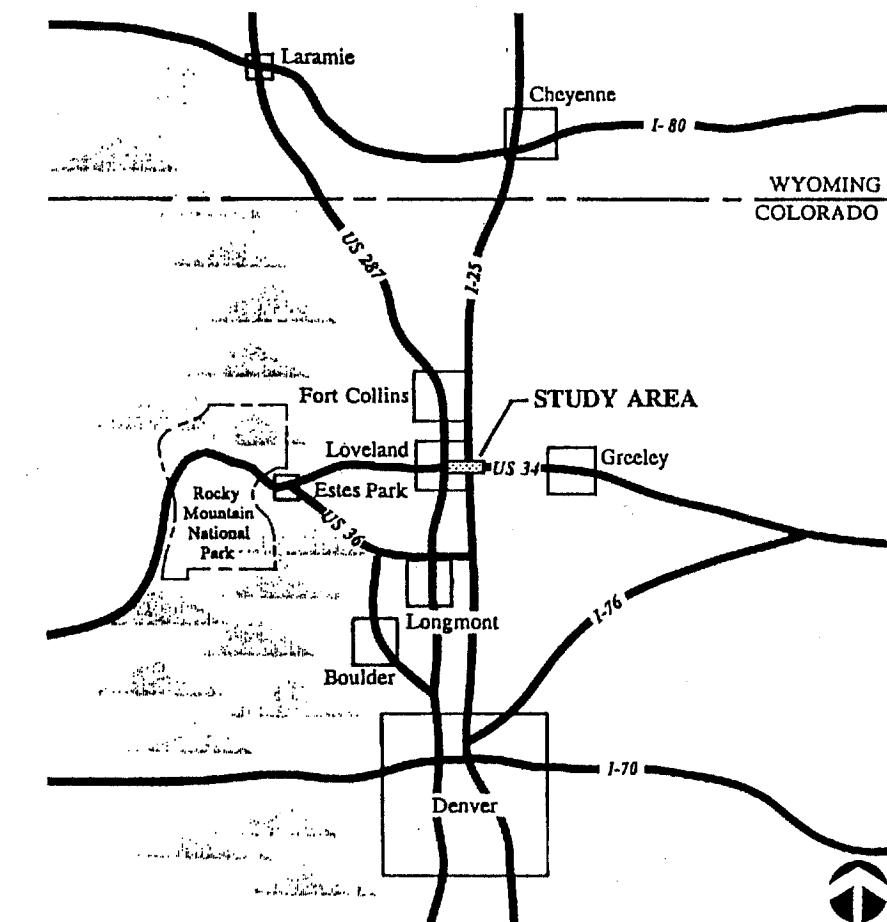


Figure 2.1 - Regional Context

**Land Use/ Land Ownership Patterns**

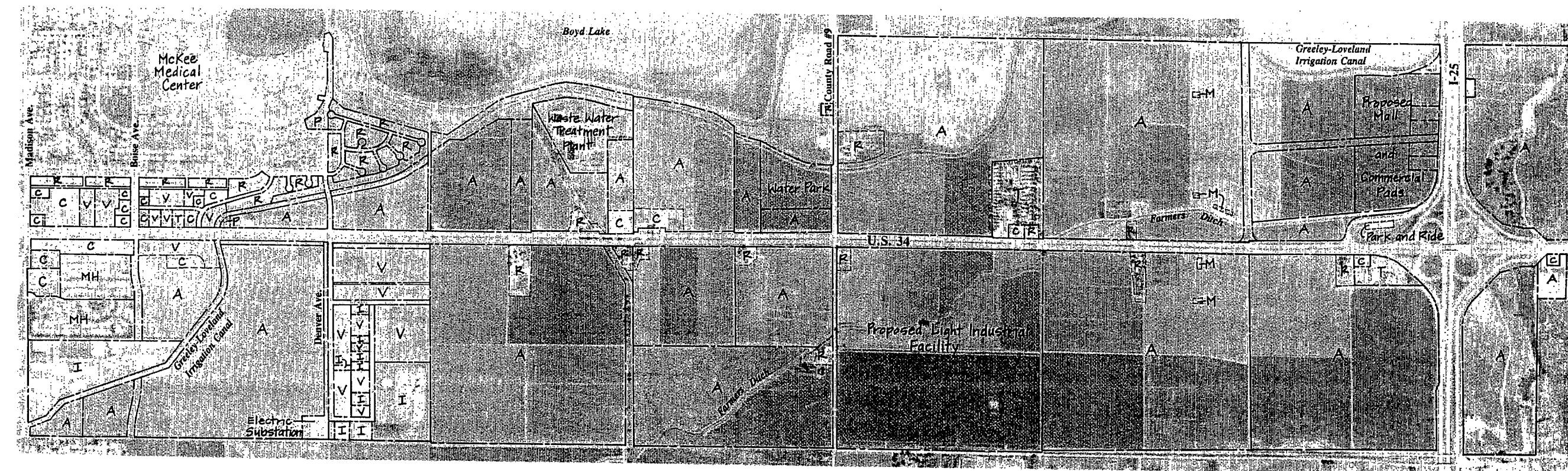
*Land Use*

Most of the land for  $\frac{1}{2}$  mile either side of the corridor is currently agricultural with scattered farm residences. Commercial uses are primarily concentrated between Boise Avenue and the Greeley-Loveland Irrigation Canal, and around the I-25 Interchange. An outlet mall is proposed for the northwest corner of the interchange, with the first phase of construction expected to occur in 1993. A waterpark is currently under construction on the northwest corner of U.S. 34 and County Road 9. A major high-tech light industrial facility is currently being planned on the  $\frac{1}{4}$  square mile parcel of land southeast of the U.S. 34/County Road 9 intersection. A partially developed industrial park is located on the south side of the corridor just east of Denver Avenue. See Map 1 - Land Use/Land Ownership Patterns.

*Land Ownership Patterns*

West of the Greeley-Loveland Irrigation Canal, most of the land has been subdivided into small commercial parcels; east of the canal the parcels are larger, usually 40 or more acres. This is important in that it indicates the relative number of landowners who will be impacted by the recommendations contained in the Corridor Plan. Parcel sizes are important because larger parcels have not been subdivided and are more easily developed as a master planned community since there is only one owner.

Map 1 - Land Use/Land Ownership Patterns, illustrates how lands adjacent to the corridor are presently being used and their relative parcel sizes.



## U.S. 34 Corridor Plan

City of Loveland  
Community Development Services

### Legend

Property Boundaries	
Land Uses	
A	Agricultural
C	Commercial
T	Tourism
I	Industrial / Light Industrial
R	Residential
MH	Mobile Homes
P	Park / Public Facility
M	Mineral Extraction
V	Vacant

*Map 1*  
**Land Use / Land  
Ownership Patterns**

August 1993  
0 400 800 1200 2000 feet  
1/2 mile

EDAW

## Physical Planning Influences

### Gateway Area

There are many physical elements within the study area that influence the character and design of the corridor. Significant features are explained below and shown on Map 2 - Physical Planning Influences.

The east end of the study area includes the I-25 Interchange -- the major gateway to the City. This interchange is identified for redesign by the Colorado Department of Transportation (CDOT) in their 20-year plan to improve safety and increase capacity. The actual layout has not been designed; however, a diamond, or modified diamond configuration is likely. Any improvements within the interchange area should be designed with this in mind and located to allow for flexibility in the future.

The Gateway area contains a Park-n-Ride commuter parking lot and a proposed sculpture park. The Gateway is also influenced by two gas stations/convenience stores and a motel. The right-of-way adjacent to the motel is very narrow and steep, limiting the types of improvements that can occur there. The land adjacent to the north side of the corridor in the Gateway area is influenced by the location of the Farmers Ditch, approximately 200'-250' from the right-of-way. Large setbacks in this area would severely limit the possibility of developing commercial uses.

### Focal Points

Key focal points are located in the center of the on-ramp circles of the present cloverleaf interchange at I-25. Sculpture or other special features should be considered at these locations. The proposed sculpture park is an ideal location for an entry feature for the City. Views to Longs Peak and the Mummy Range are spectacular from the Gateway area over the sculpture park area, as well as throughout the corridor. These views are intermittently interrupted by existing tree groupings, which illustrates the importance of tree and building height to viewing distance ratios; the placement of future trees and buildings is critical to the preservation of views from the corridor to the most prominent mountain features. Visual relationships are discussed in more detail after this Physical Planning Influences section.

### Cross Roads

Major cross roads presently exist at County Road 9, Denver Avenue and Boise Avenue. County Road 7 is currently under construction approximately  $\frac{1}{2}$  mile west of the I-25 Interchange. These are known intersections that may warrant special design considerations.

### Canals, Ditches and Drainages

Farmers Ditch, a natural area that conveys overflow storm water from Boyd Lake, and the Greeley-Loveland Irrigation Canal also cross U.S. 34. The ditch, canal and drainageway, by their function, ensure that these areas will effectively remain undeveloped. Therefore, the lands immediately adjacent to the waterways are desirable locations for future open space. (According to Jeff Couch of the City Water, Wastewater Utility Department, the capacity of Farmers Ditch is sometimes exceeded during storms, resulting in flooding of U.S. 34.)

## Utilities

A large electrical transmission line crosses U.S. 34 at Denver Avenue, and a distribution line runs the entire length of the corridor on the south right-of-way line. These lines are visually distracting and influence future landscaping by limiting the height of trees that may be planted under them. Several other public utilities are located in a 15' easement adjacent to the north side of the U.S. 34 right-of-way between Boise Avenue and County Road 7. These utilities are an 8" force sanitary sewer line, 10" gravity sanitary sewer line and a 12" water line. Electricity is located in a 10' easement north of the above-mentioned easement. Between County Road 7 and I-25, there is a 20' water easement north of the right-of-way. These utilities and easements will potentially influence the design of the landscape adjacent to the north side of the corridor.

## Existing Vegetation

The most significant existing vegetation is a grouping of tall spruce trees located in the median and to the north of the highway between County Road 9 and Denver Avenue. Their tall evergreen form dominates the immediately surrounding landscape and creates a visual gateway. Other notable vegetation are the rows of cottonwood trees adjacent to the RV camp and occasional mature trees adjacent to structures.

## Structures

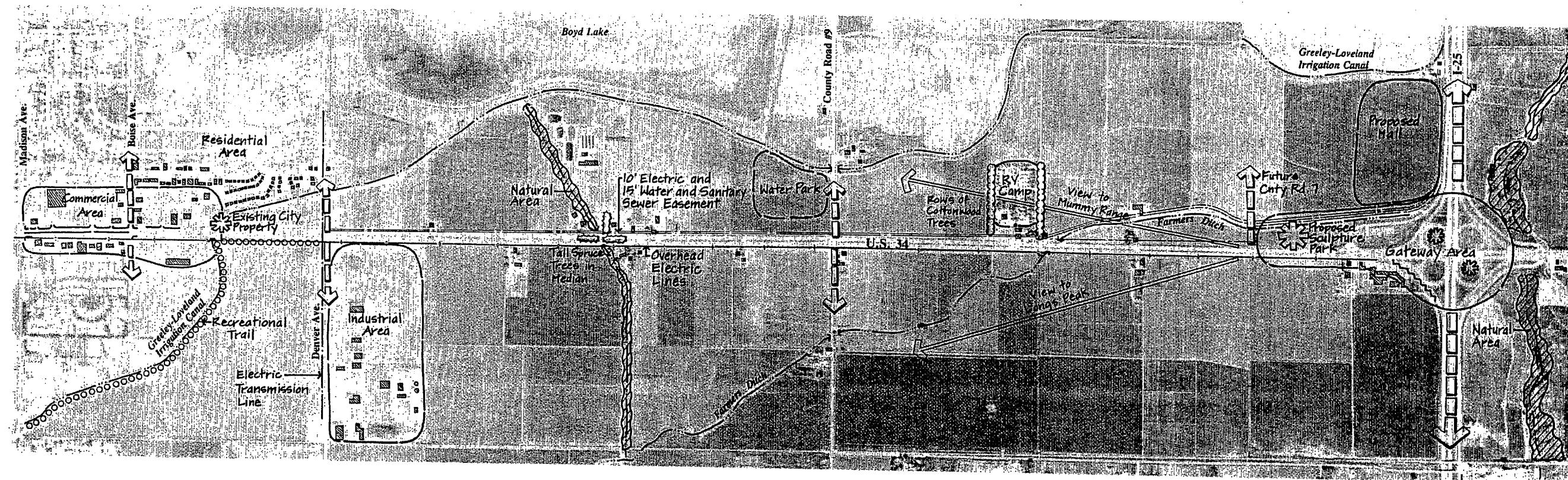
As mentioned earlier, most of the land is agricultural, resulting in relatively few structures adjacent to U.S. 34. None of the buildings are listed on the National Register of Historic Places or are of significant architectural interest. The height of the buildings are 1 to 2 stories and range in height between 15' and 30'. A few structures are very close to the edge of the travel lanes, potentially in conflict with CDOT's minimum clear zone of 34'.

## The Roadway

Between I-25 and Boise Avenue, U.S. 34 is a divided highway, primarily without curbs and gutters. Curb and gutter has been constructed adjacent to a few commercial properties near the intersection of Boise Avenue. West of Boise Avenue, most of the roadway has curb and gutter, including the median.

Each direction, two 12' travel lanes are bordered by a 4' and a 10' paved shoulder on the inside and outside, respectively, for a total paved width of 38'. The roadways are separated by a 28' median, except where the tall spruce trees occur; there the median is 42' wide.

The roadway is located within a 154'-165' right-of-way, except between County Road 7 and the I-25 Interchange where the right-of-way is 180'. The roadway is not centered in the right-of-way. The distance between the roadway and the south side of the right-of-way is approximately 38' throughout, except where the road veers slightly southward to avoid the spruce trees. The distance between the roadway and the north right-of-way line varies between 12' (near the RV camp) and 38' (east of County Road 7 where the R.O.W. is 180').



## U.S. 34 Corridor Plan

City of Loveland  
Community Development Services

### Legend

-  Cross Roads
-  Canals, Ditches and Drainages
-  Curb and Gutter
-  Structures
-  Steep Slopes
-  Key Focal Points

### Map 2 Physical Planning Influences

May 1993  
0 400 800 1200 2000 feet  
1/2 mile

 EDAW

**Future Widening Plans**

The CDOT long-range plan recommends expansion of U.S. 34 to 6 lanes -- 3 lanes each direction -- for an estimated total paved width of 50'. Improvements along the corridor should be designed with the knowledge that the roadway may be widened. Whether the widening will happen within the median or to the outside of the existing lanes has not been determined by CDOT. This plan should consider these future plans and allow for expansion to the outside of the current roadway to avoid encroachment into the median.

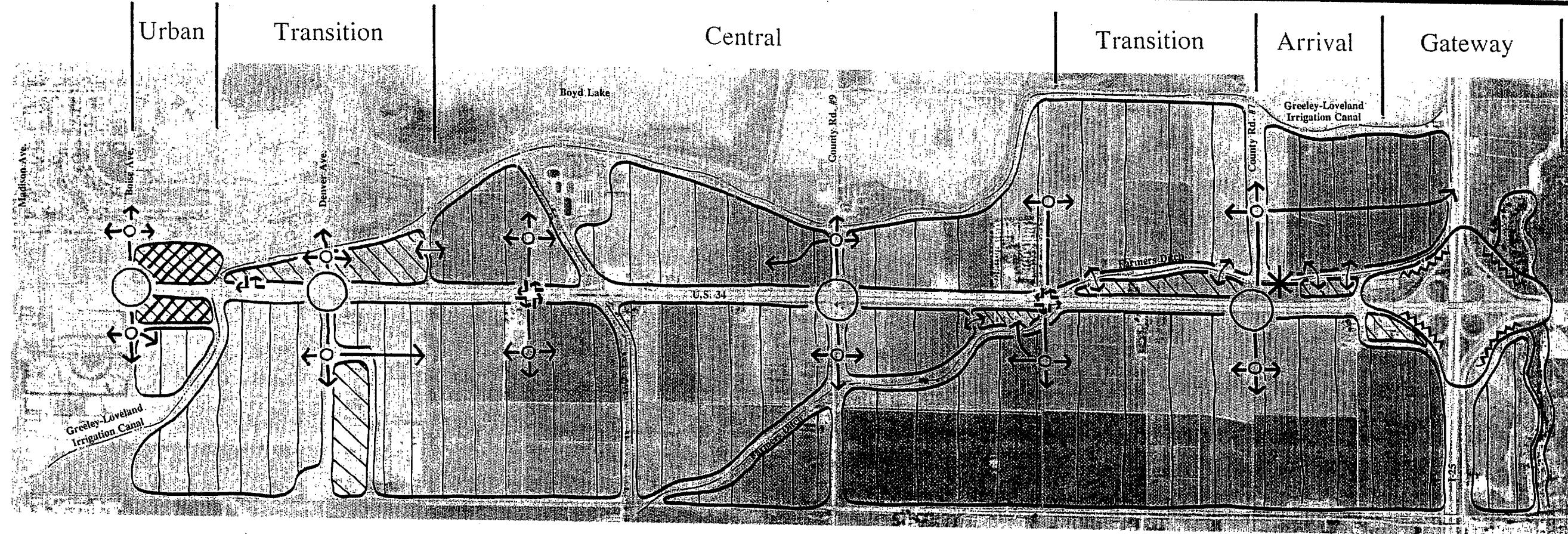
(Map 2 - Physical Planning Influences to be inserted into Final Report)

**Corridor Zones and Access Considerations**

**Corridor Zones**

The corridor can be divided into areas that have different character based on the roadway experience, adjacent parcels sizes and type of existing development. The zones are: Gateway, Arrival, Transition, Central and Urban (see Map 3 - Corridor Zones). The "*Gateway Zone*" is located at the interchange of I-25 and U.S. 34. It is the point where a traveler to Loveland has the first opportunity to form an impression about the City. The "*Arrival Zone*" is between the northwestern frontage road and County Road 7. It is the area where the City should make a visual statement which indicates that a traveler has arrived in Loveland. The proposed sculpture park and visitor center is located at the western edge of this zone. Immediately east of the proposed sculpture park is a small piece of land bordered by the frontage road, U.S. 34 and the Farmers Ditch. According to the City Traffic Engineering Department, this land should not have direct access to U.S. 34 because it is in close proximity to the interchange. Access drives in this area would create congestion and safety problems. Further discussion on signalization and access from U.S. 34 to adjacent properties follows the description of the corridor zones.

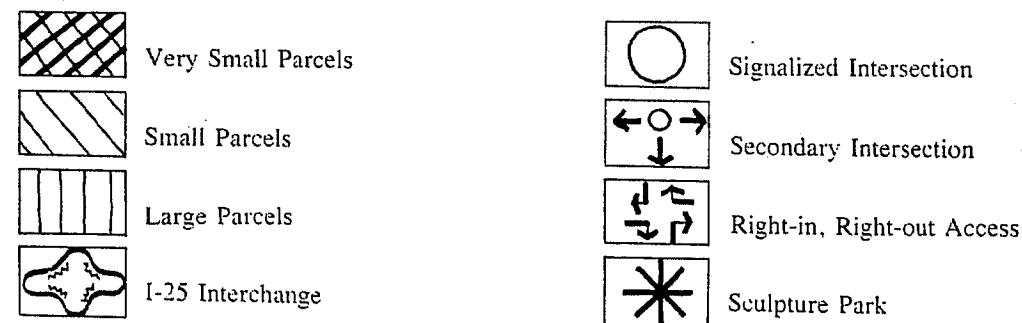
The "*Transition Zone*" is between County Road 7 and the Farmers Ditch on the eastern end of the corridor, and Denver Avenue and the Greeley-Loveland Irrigation Canal on the western end. These zones have relatively small parcels of land on one side of the roadway and large parcels on the other. The parcels are small because irrigation ditches are located 200'-400' from the roadway, limiting the type of development that may occur on these lands. These zones are also areas that will provide a transition between the zones on either side of them. The "*Central Zone*" is between the Farmers Ditch and Denver Avenue. It is the main body of the corridor, characterized by large undeveloped parcels of land. The "*Urban Zone*" is between the Greeley-Loveland Irrigation Canal and Boise Avenue, the end of the study area. Much of this zone has been subdivided into small parcels, some of which have access directly to U.S. 34. Existing buildings are typically 50' from the edge of the roadway with narrow landscaped areas within the right-of-way. This area is also shown as "*Urban District*" on the Town Image Map prepared as part of "*The Agenda for the Nineties*."



## U.S. 34 Corridor Plan

*City of Loveland  
Community Development Services*

### Legend



*Map 3*  
**Corridor Zones  
and Access  
Considerations**

August 1993

0 400 800 1200 2000 feet

1/2 mile





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## *Chapter IV - Visual Relationships*



## Chapter IV - Visual Relationships

### Introduction

This chapter explores the relationships between distances and heights to mountain views from U.S. 34 to the mountains. The analyses contained in this chapter were used to formulate the alternatives in Chapter V and the recommendations in Chapter VI. Figure 4.7 at the end of this chapter represents the preferred method to preserve views to the mountains.

As mentioned earlier, there are impressive views to Longs Peak and the Mummy Range as one approaches Loveland from the east. Because the area is primarily undeveloped with few trees, these views are, for the most part, unobstructed. However, these views could easily be lost if trees or structures were placed indiscriminately without regard for the views. The issues then are:

- Should the views be protected?
- How much of the mountains does a viewer need to see and for how long in order to have a significant view?
- Should views be preserved along the entire length or portions of the corridor?
- How much impact will the preservation of views have on the ability of an adjacent landowner to develop his or her property?

The objectives developed for this plan state that preserving and enframing views are very important to achieving the goal of *"Develop U.S. 34 as a Gateway to Loveland and the Rockies."* Given that views are highly valued, developers and the City need a method to preserve them. Preserving views to the mountains will require that trees, structures or any other potential obstruction be placed far enough away from the viewer to allow the mountains to be seen over the top of the obstruction. The following discussion describes the methodology to determine the maximum allowable heights at various distances from westbound lanes of U.S. 34 to preserve a significant view.

### The Methodology for Preserving a Significant View

What is a *"significant view?"* It was determined that a viewer must see the entire area above timberline (approximately elevation 10,500'), plus enough of the mountains below timberline to provide contrast with the treeless, and often snow-covered peaks, and provide context for the view. This lower line was defined as approximately elevation 8,000' on the mountains in front of the peaks. See Figure 4.1 - Significant Views.

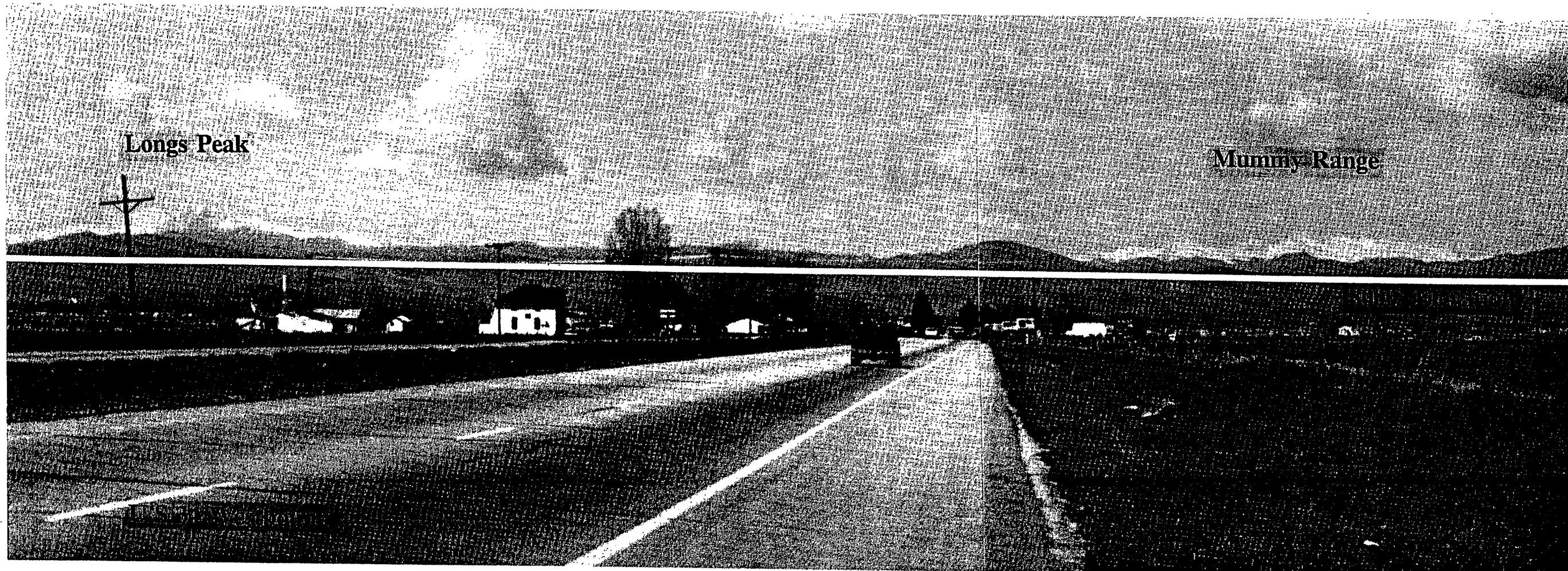
### Access Considerations

According to City engineers, U.S. 34 is planned to remain a limited access highway. The flow of traffic should be relatively unimpeded by turning movements and stop lights. This is consistent with the goal of preserving the City's small town character by minimizing the traffic congestion that typically occurs in larger cities. The City's goal is to limit the signalized intersections to one mile or greater intervals, with one right-in/right-out intersection between each signalized intersection. Secondary intersections should be located at least 750' away from U.S. 34 to allow adequate distance for vehicles to queue without impeding traffic at the secondary intersections. Access to lands adjacent to U.S. 34 would primarily be from the cross streets and not from U.S. 34 itself. The conceptual location of signalized, right-in/right-out, and secondary intersections is shown on the Corridor Zones map.

### Existing Thematic Elements in the City of Loveland

The materials that are used in the most attractive areas of Loveland were used in the design of the Loveland Civic Center. This municipal complex sets the standard for the image of Loveland through the use of bronze, sandstone, brick, tan or reddish textured concrete block, reddish concrete pavers, exposed aggregate paving and the heart logo. The bronze represents the importance of the bronze foundry and sculpture to the community. Sandstone, brick and colored concrete are used on many historic and contemporary structures, and are sympathetic to the rock coloration found in the foothills. The heart logo is a graphic representation of the name of the City.

The City also has its own logo that uses blue, white and green blocks of color in the shape of mountains and plains.



Assuming that the centerline of U.S. 34 is the baseline, the horizontal view angle to the Mummy Range is between 4 and 14 degrees to the north, and the view to Longs Peak is between 16 and 20 degrees to the south. Figure 4.2 - Horizontal View Angles, shows the horizontal angles from U.S. 34 east of Loveland to the Mummy Range and Longs Peak. Figure 4.2 also shows the relative location of the 8,000' elevation shown on the photo.

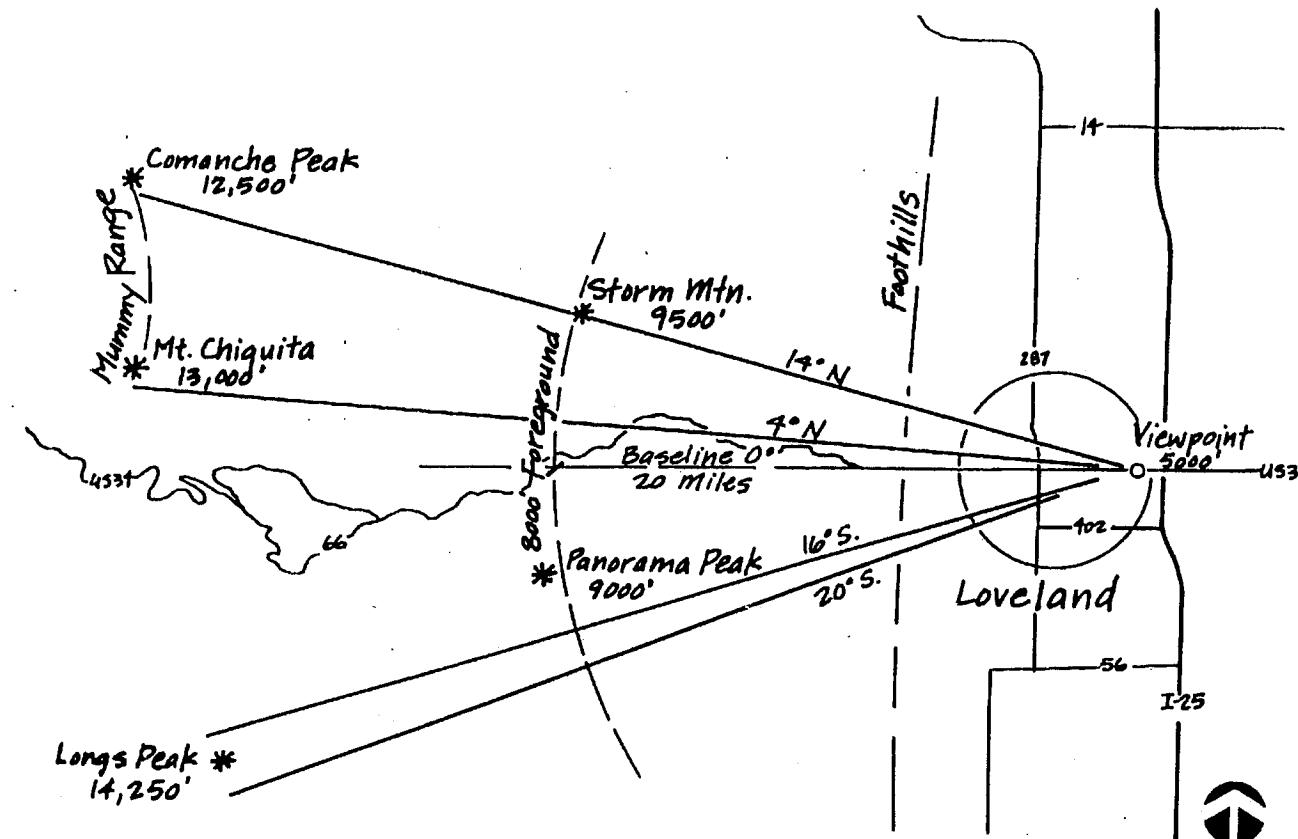


Figure 4.2 - Horizontal View Angles

Based on a net gain of approximately 3,000' over a distance of 20 miles, a vertical angle of 1.55 degrees cannot be violated in order to see the 8,000' elevation line. See Figure 4.3 - Vertical View Angles.

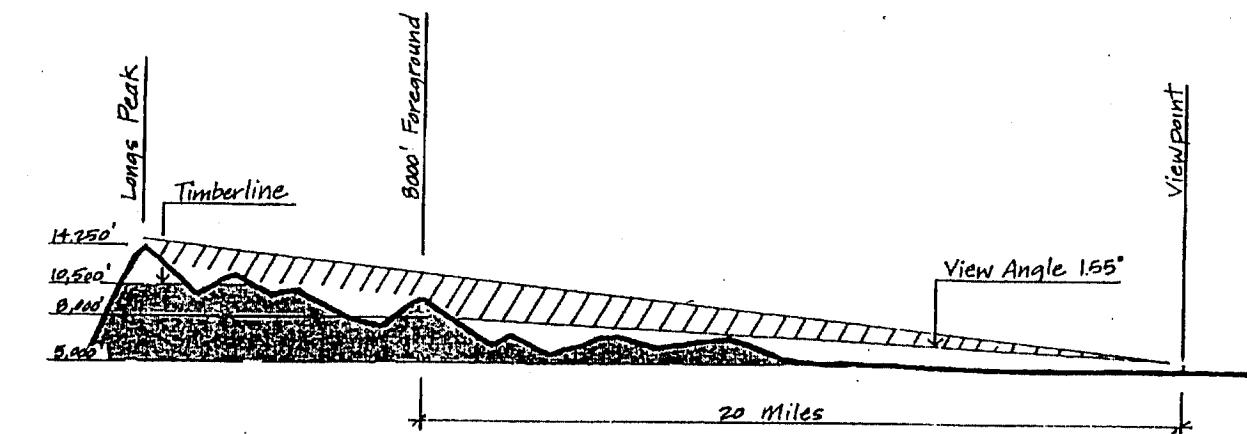


Figure 4.3 - Vertical View Angles

An angle of 1.55 degrees translates into a gain of 1 foot in height for each 37 linear feet away from the viewer. Assuming an average viewing height of approximately 5' above the ground as a person is standing, bicycling or driving down the corridor, this means that something 15' tall cannot be closer than 370' from the viewer. See Figure 4.4 - View/Height Relationship. The heights shown are relative to the elevation at which the viewer is standing and must be adjusted if the ground slopes up or down in the direction of the view.

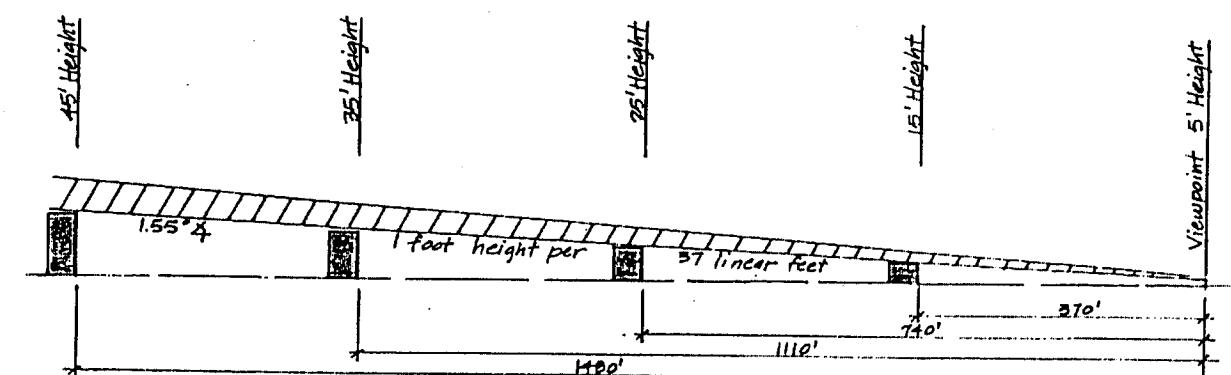
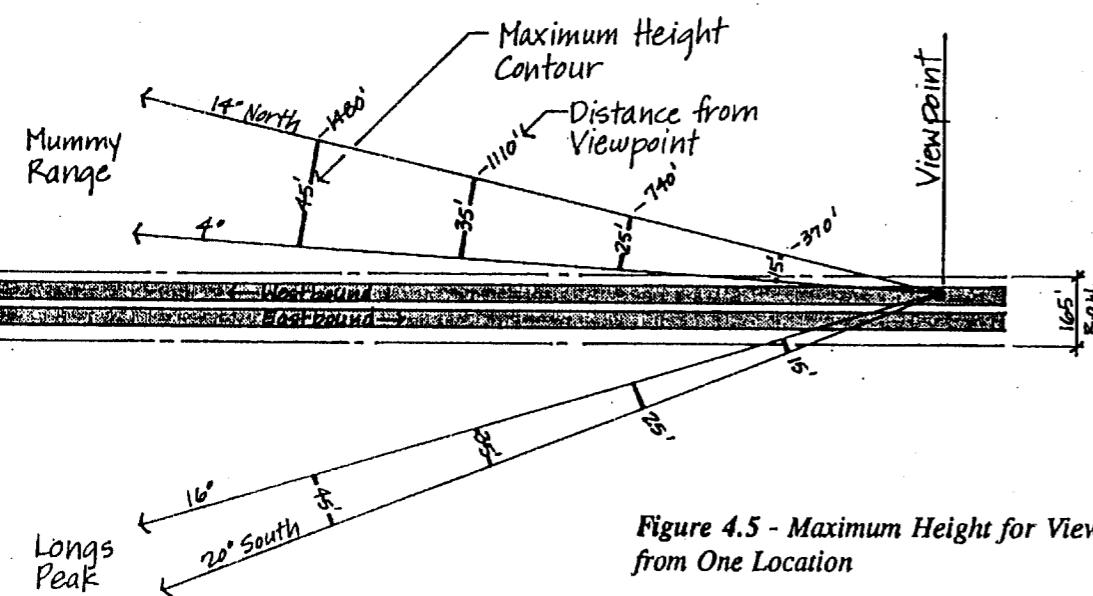


Figure 4.4 - View/Height Relationship

### *Alternative 1*

A *"significant view"* is also determined by the length of time a viewer sees the mountains. This is not an issue if a viewer is not moving, as he can stay in one location and look at the mountains as long as he likes. See Figure 4.5 - Alternative 1, Maximum Height for Views from One Location.

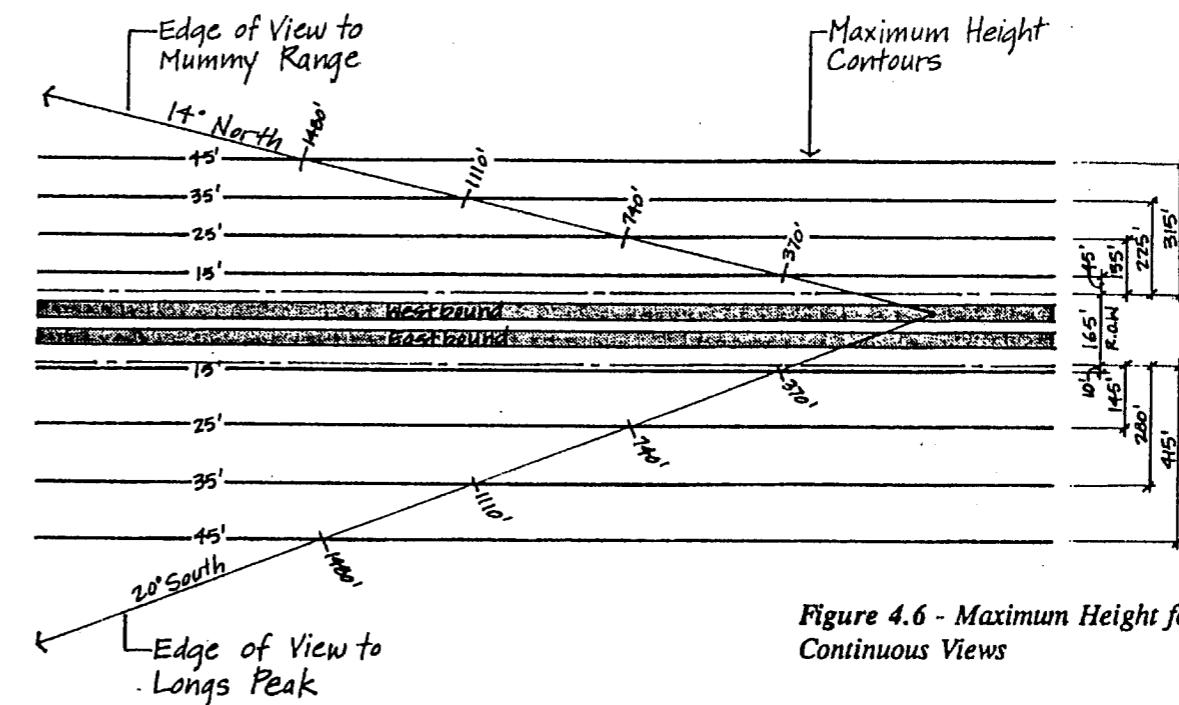


**Figure 4.5 - Maximum Height for Views from One Location**

However, U.S. 34 is a highway with high-speed traffic. A view window, as shown in Figure 4.5, would pass instantaneously at 55 m.p.h. Therefore, Alternative 1 is not an option.

### *Alternative 2*

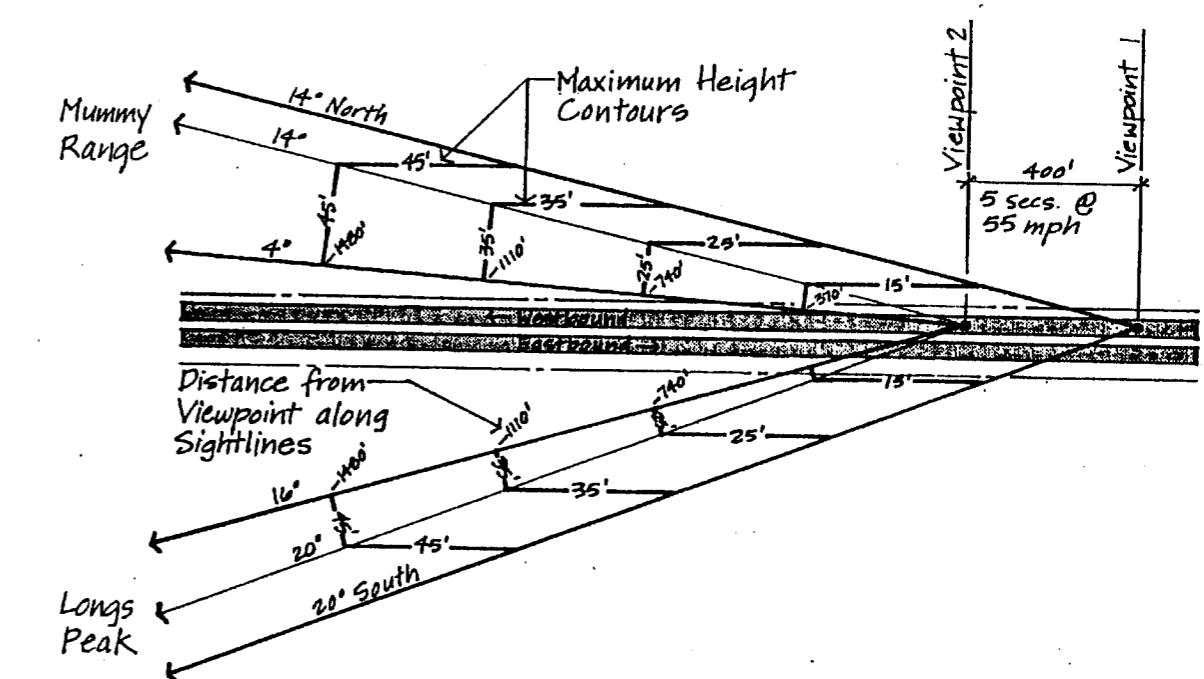
The impact of preserving views continuously along the corridor was then analyzed. See Figure 4.6 - Alternative 2, Maximum Heights for Continuous Views. To be able to see the Mummy Range for the entire length of the study area, nothing taller than 15' can be placed within 45' of the right-of-way. A 25' tree or two-story building would have to be at least 135' away from the right-of-way. To be able to continuously view Longs Peak, a two-story building cannot be closer than 145'. Tall shade trees, which can reach heights of 40'-70', could not be planted within 400' or more along the entire south side of the roadway. Alternative 2 is therefore not an option either, as it is unduly restrictive on adjacent properties and is not considered desirable from a landscape perspective either.



**Figure 4.6 - Maximum Height for Continuous Views**

**Preferred Method**

It was determined that a "significant view" can be defined as a 5 second viewing opportunity. This gives a car driver or passenger 1 to 2 seconds to recognize that there is a view, and 3 to 4 seconds to enjoy it before returning his attention to the road. In 5 seconds at 55 m.p.h., a car has traveled approximately 400'. See Figure 4.7 - Preferred Method, Maximum Heights for Views Along a Portion of the Corridor. While the car is traveling, a viewer can continuously view the mountains, so the maximum height contours are parallel to the roadway for 400'. The contours then turn back toward the roadway at the end of 5 seconds.





## *Chapter V - Alternative Design Concepts*



## Chapter V - Alternative Design Concepts

There are countless ways that the goals and objectives could be translated into a design for the corridor, some of which are more appropriate than others. The design team researched desirable and undesirable models, and prepared a list of alternatives for the basic corridor elements to which the task force, property owners, city staff and interested citizens could respond. Sketches to illustrate the concepts were prepared to aid in the decision-making process.

### Existing Models

It was decided that a desirable model is Harmony Road in Fort Collins, between I-25 and Boardwalk Drive. An undesirable model is State Highway 14 in Fort Collins, between I-25 and Lemay Avenue. Harmony Road has a minimum 80' wide landscape zone as measured from the roadway. The landscape zone is bermed, with informal groupings of trees and shrubs. No buildings, fences or parking lots are located in the landscape zone. In comparison, State Highway 14 is designed with a frontage road approximately 25'-30' from the main highway, with businesses facing the frontage road, no landscaping between the frontage road and the highway, and confusing intersections.

### Design Alternatives

The choices for the design elements were as follows:

- Is 80' an appropriate setback along the entire U.S. 34 Corridor, or should there be a small landscape zone (50'-60') where small parcels occur?
- Should the landscape zone be bermed with occasional shrub groupings, or flat grading with large groupings of shrubs to screen the ground plane?
- Should plant material be arranged formally or informally?
- Should trees be primarily evergreen or shade trees?
- Should the entire corridor be lighted, or should lighting occur only at the intersections?
- Should traffic signals be colorful with banners and graphics, or should they be simply functional?

- Should there be special paving at intersections, or should standard concrete be used?
- Should signage be freestanding or incorporated into planters or walls?
- Should walks be adjacent to U.S. 34 or along secondary roads parallel to U.S. 34?

Figures 5.1, 5.2, 5.3 and 5.4 show how combinations of the above choices may appear from a traveler's perspective. All the drawings show what implementation of the view window (Figure 4.7) looks like from the westbound lanes at an intersection along U.S. 34. The recommendations in Chapter VI were developed from choosing a mixture of the choices shown in these alternatives.

Figure 5.1 - Alternative A, illustrates a bermed right-of-way with primarily deciduous trees in informal groupings. Lighting is shown only at the intersections, associated with a very plain traffic signal. Signs have low horizontal profiles and are incorporated into raised planters when located near the corner.

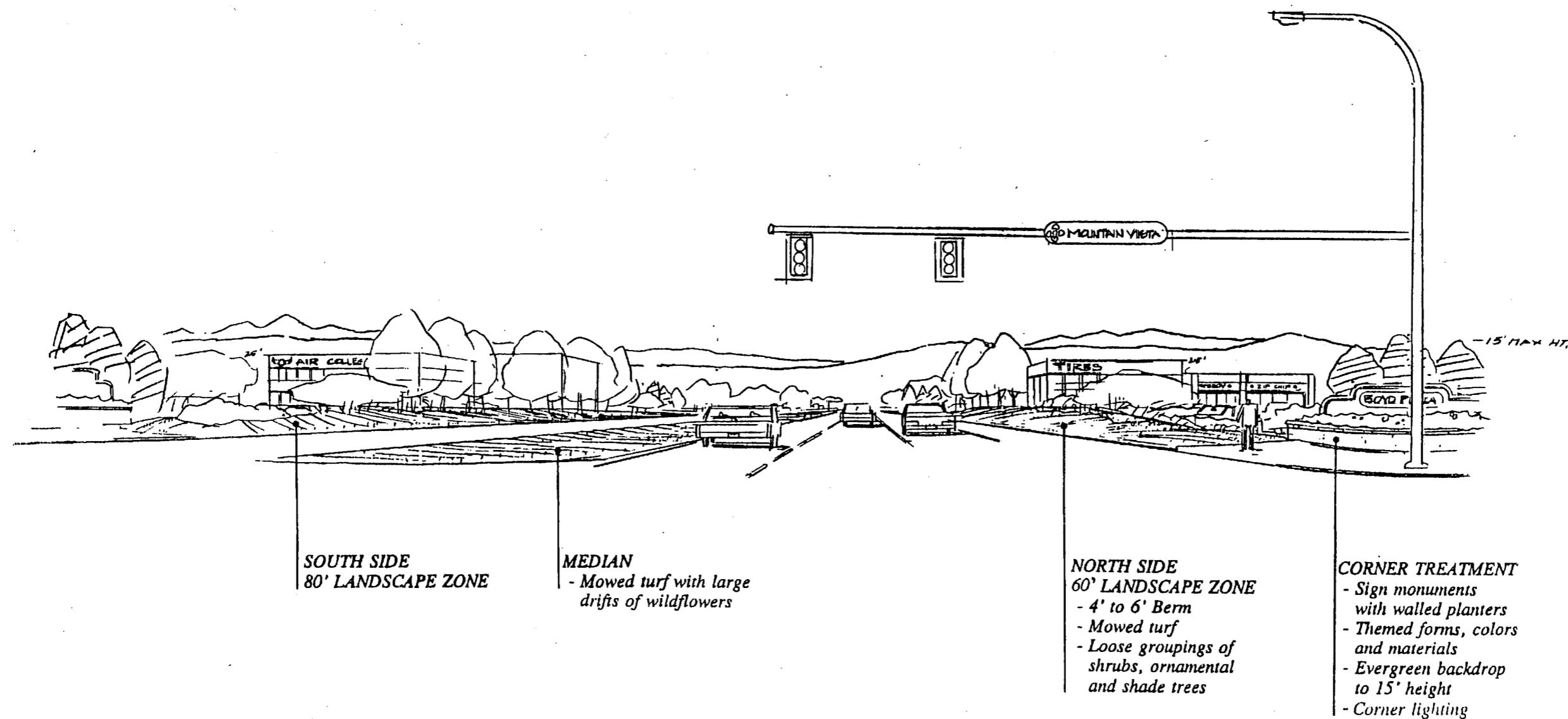


Figure 5.2 - Alternative B, illustrates a flat right-of-way with screening of the ground plane accomplished through bands of shrubs. A mix of coniferous and deciduous trees are arranged informally. Lighting is shown down the median, and the traffic/light standard is used to display colorful graphics that contain information about the City of Loveland or upcoming events. Signs have a vertical format and are freestanding in the landscape.

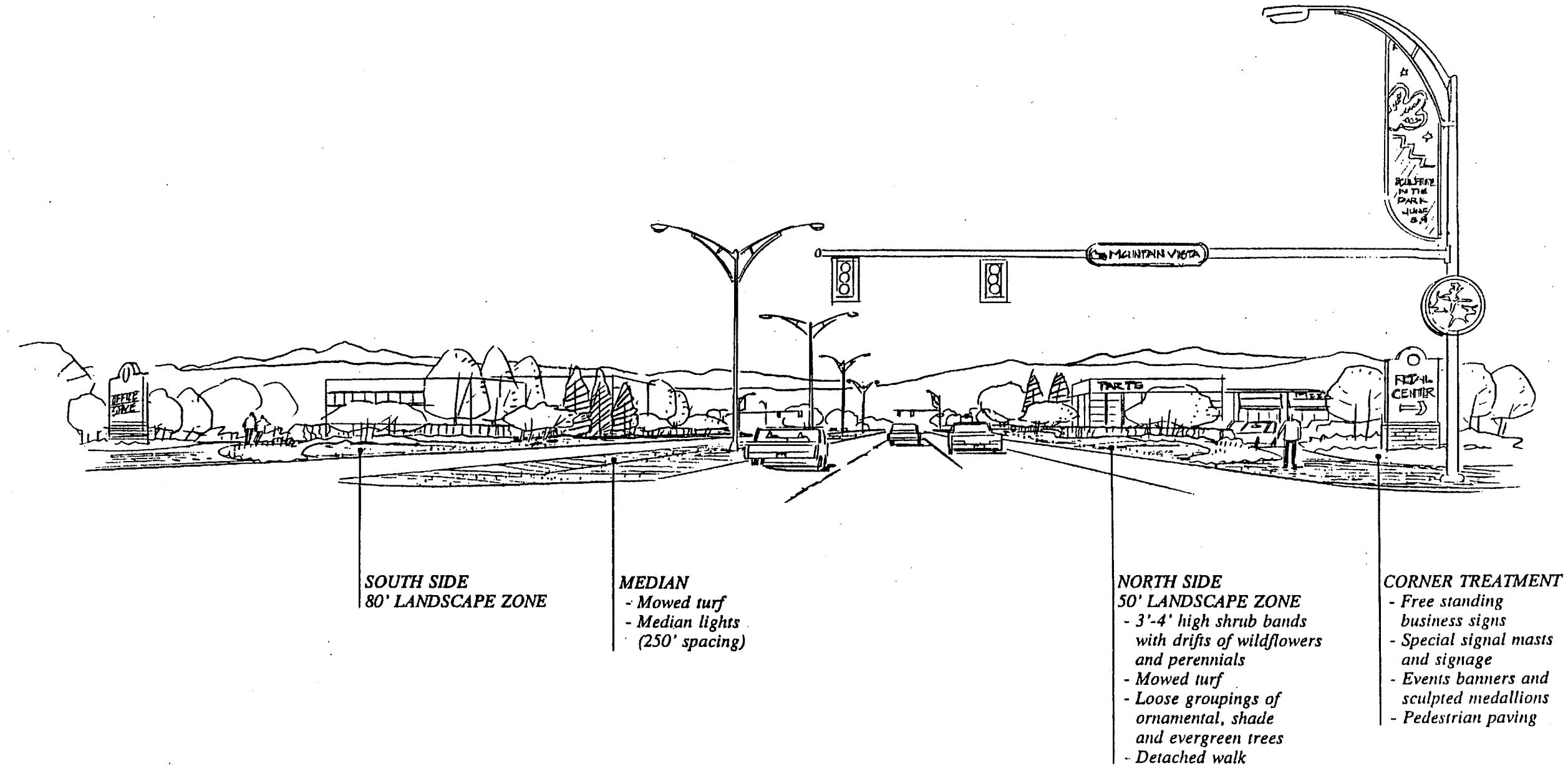


Figure 5.2 - Alternative B

Figure 5.3 - Alternative C, illustrates a bermed right-of-way with an informal coniferous (evergreen) tree landscape theme. Lighting is shown only at the intersection as part of the traffic signal. Signs have a vertical form and are freestanding in the landscape.

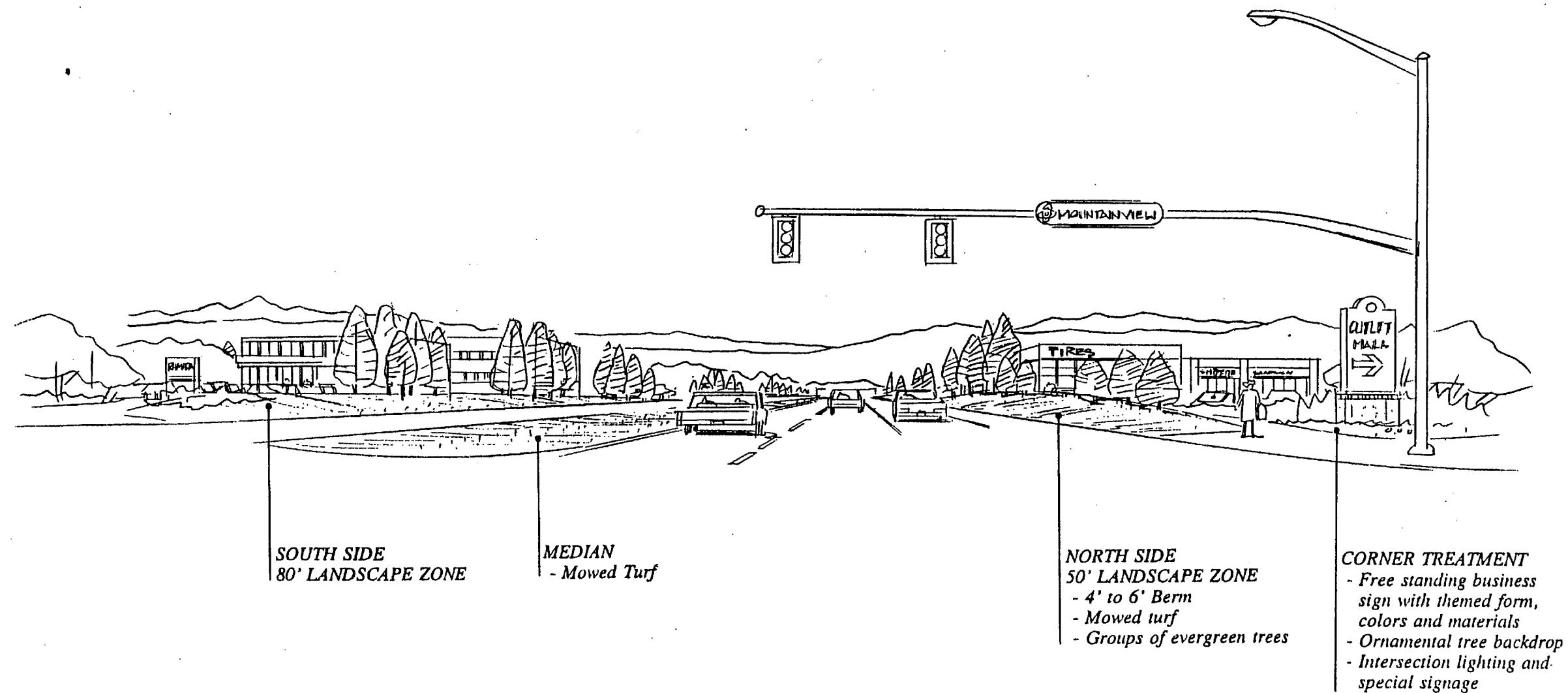


Figure 5.3 - Alternative C

Figure 5.4 - Alternative D, illustrates a flat right-of-way with formally spaced deciduous trees. Screening of the ground plane is accomplished through a 3' high hedge of shrubs. Lighting is shown down the median, and the traffic/light standard is made a design element by dressing up the base with brick and sandstone. The traffic/light standard is also used to display colorful graphics. Signs have low horizontal profiles and are incorporated into raised planters when located near the corner.

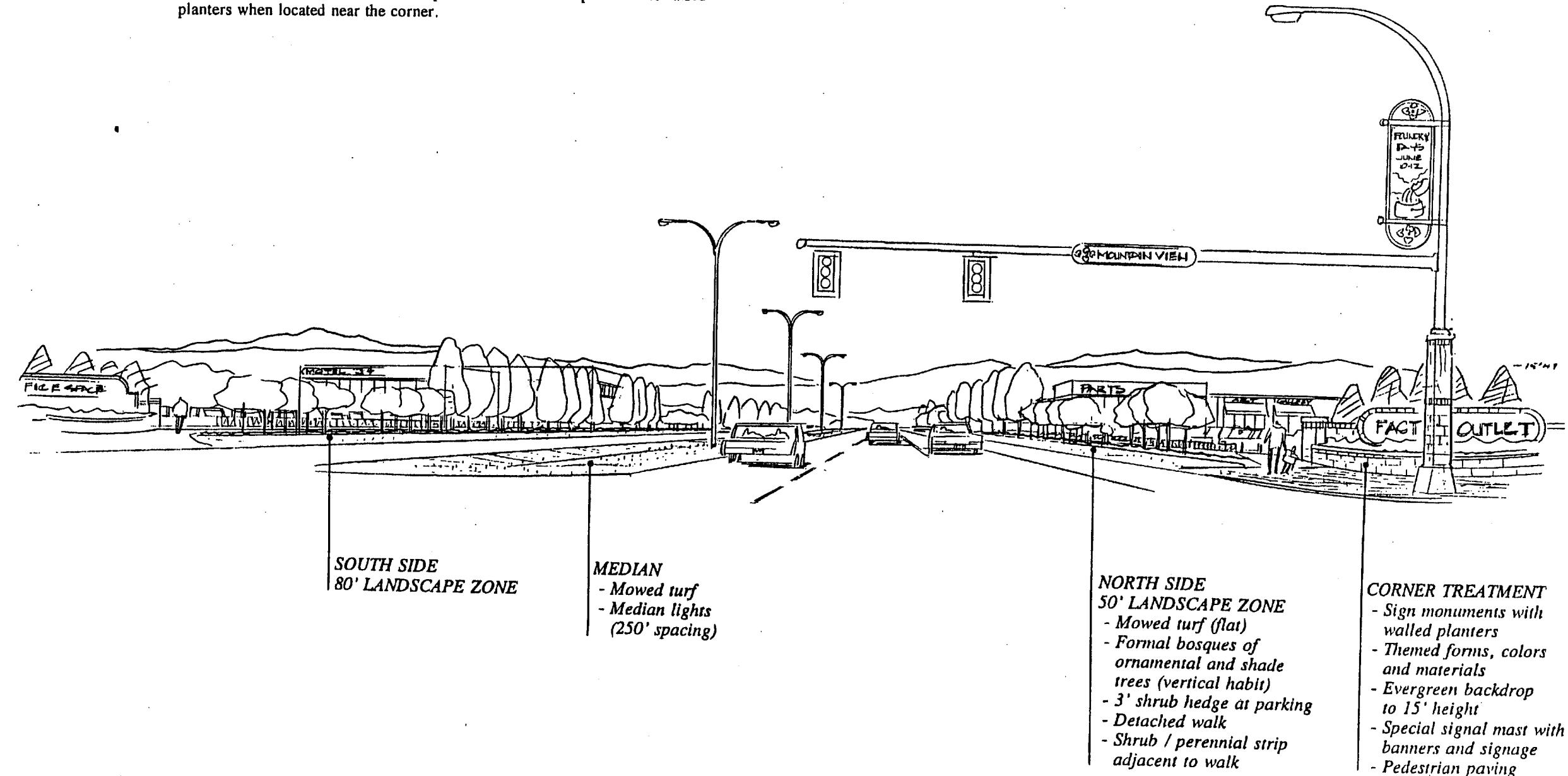


Figure 5.4 - Alternative D



## *Chapter VI - Recommendations*



## Chapter VI - Recommendations

### Typical Streetscape

Figure 6.1 - Typical Streetscape, illustrates the preferred elements for the U.S. 34 Corridor. The streetscape should be simple, naturalistic, nonurban and informal to create an open, rural feeling. The recommendations include:

- 60' and 80' landscape zones throughout the majority of the corridor with 30' landscape zones west of the Greeley-Loveland Irrigation Canal
- Preservation of views to Longs Peak and the Mummy Range, with view windows violated only for a very short distance at corner signage.
- Absence of curb and gutter along U.S. 34.
- Plain signal and light poles with lighting only at intersections.
- Horizontal profile signage made of subtle, earth-toned materials, incorporated into planters at corners.
- An informally arranged mix of deciduous and coniferous trees and shrubs, with naturalized grasses and wildflowers.
- Large sweeping masses of plant materials and bermed landform within landscape zones.
- Mowed grasses with large wildflower drifts in the median of U.S. 34
- Thematic materials should be primarily brick, sandstone and bronze with some use of textured, colored concrete block.

To implement this streetscape concept, the electrical lines that are currently located along the south side of the corridor must be buried.

### The Master Plan

Map 4 - Master Plan shows the location of proposed design elements within the corridor. First is a discussion of the map followed by additional design standards and guidelines relating to each of the elements.

## Typical Streetscape

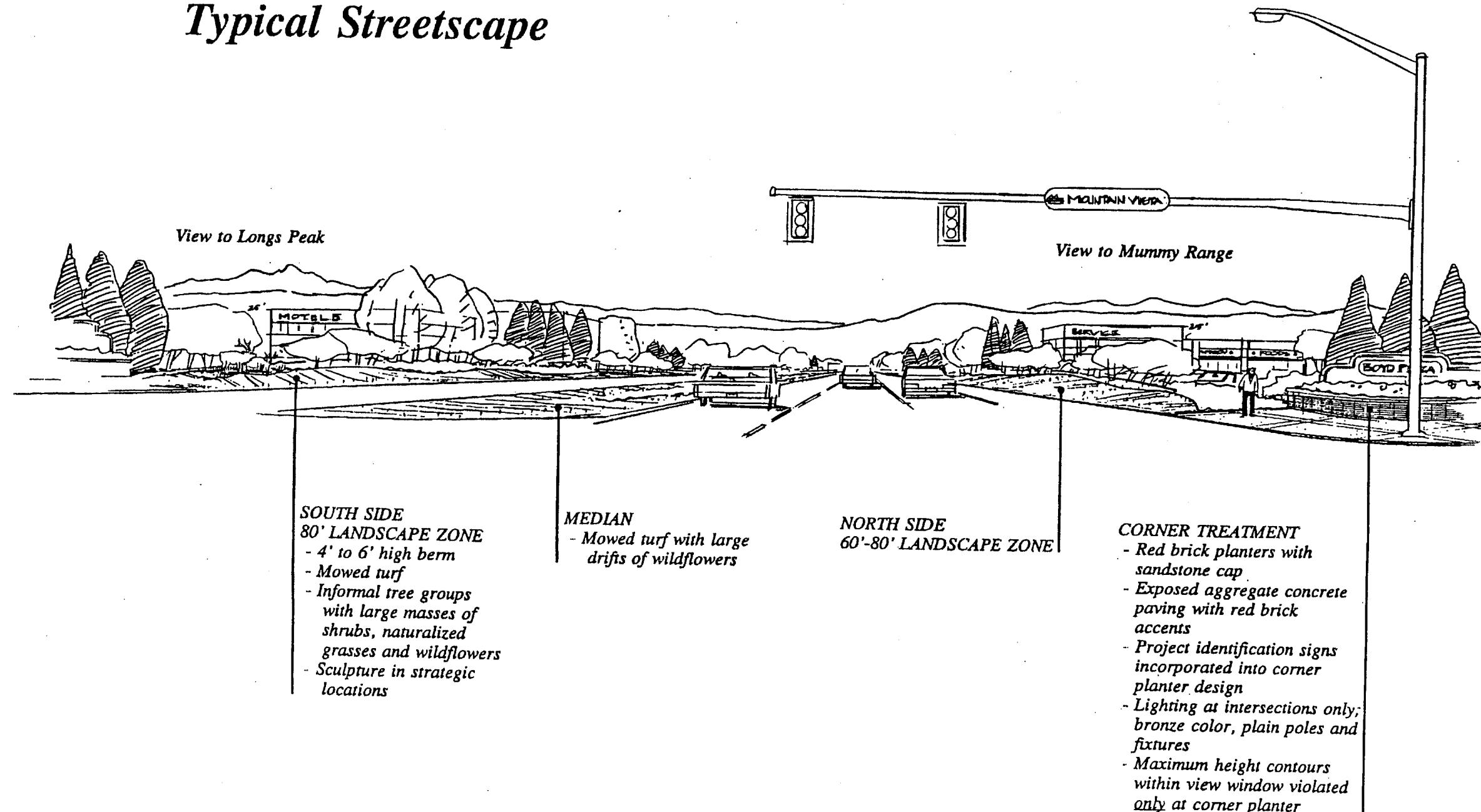
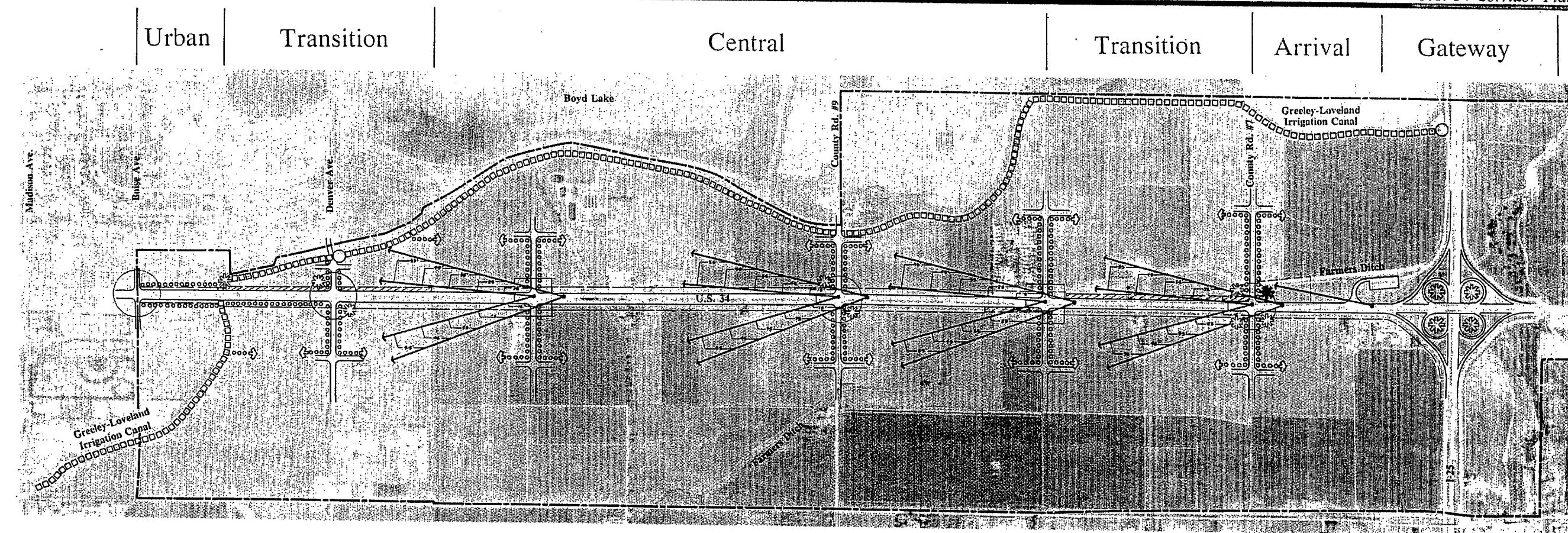


Figure 6.1 Typical Streetscape



## U.S. 34 Corridor Plan

*City of Loveland  
Community Development Services*

### Legend

- Planning Area Boundary
- 80' Landscape Zone
- 60' Landscape Zone
- 30' Landscape Zone
- Sculpture
- \* Sculpture and City I.D. Sign
- View Window/Max. Height Contours
- Signalized, Full-turn Intersection
- Right-in, Right-out only Intersection
- J Secondary Intersection
- ♦ Pedestrian Route
- Multiple Purpose Paved Recreational Trail
- Trailhead

*Map 4  
Master Plan*

September 1993  
0 400 800 1200 2000 feet  
1/2 mile



*The Gateway Zone*

The "Gateway Zone" should be a naturalized area, representative of a plains landscape with grasses, wildflowers, cottonwoods, willows and green ash trees. This type of landscape respects Loveland's location as the last city on the plains before entering the Rocky Mountains, and is also a low installation and maintenance cost approach. Realistic sculpture, i.e. elk grazing, should be located within the cloverleaf ramps of the interchange and west of the southbound I-25 to westbound U.S. 34 ramp. This sculpture will leave a memorable impression on all who travel on I-25. When the overpass is redesigned, it should arch slightly and include subtle graphics on the sides of the structure that represent Loveland and Greeley. The structure should be textured and warm-toned rather than standard gray concrete, to be more sympathetic to the surrounding landscape. The interchange should be enframed by groupings of large deciduous trees, strategically located to allow views to nearby commercial properties. Trees should also be planted between the roadway and the natural areas northeast and southeast of the interchange to create a more defined link between the two areas.

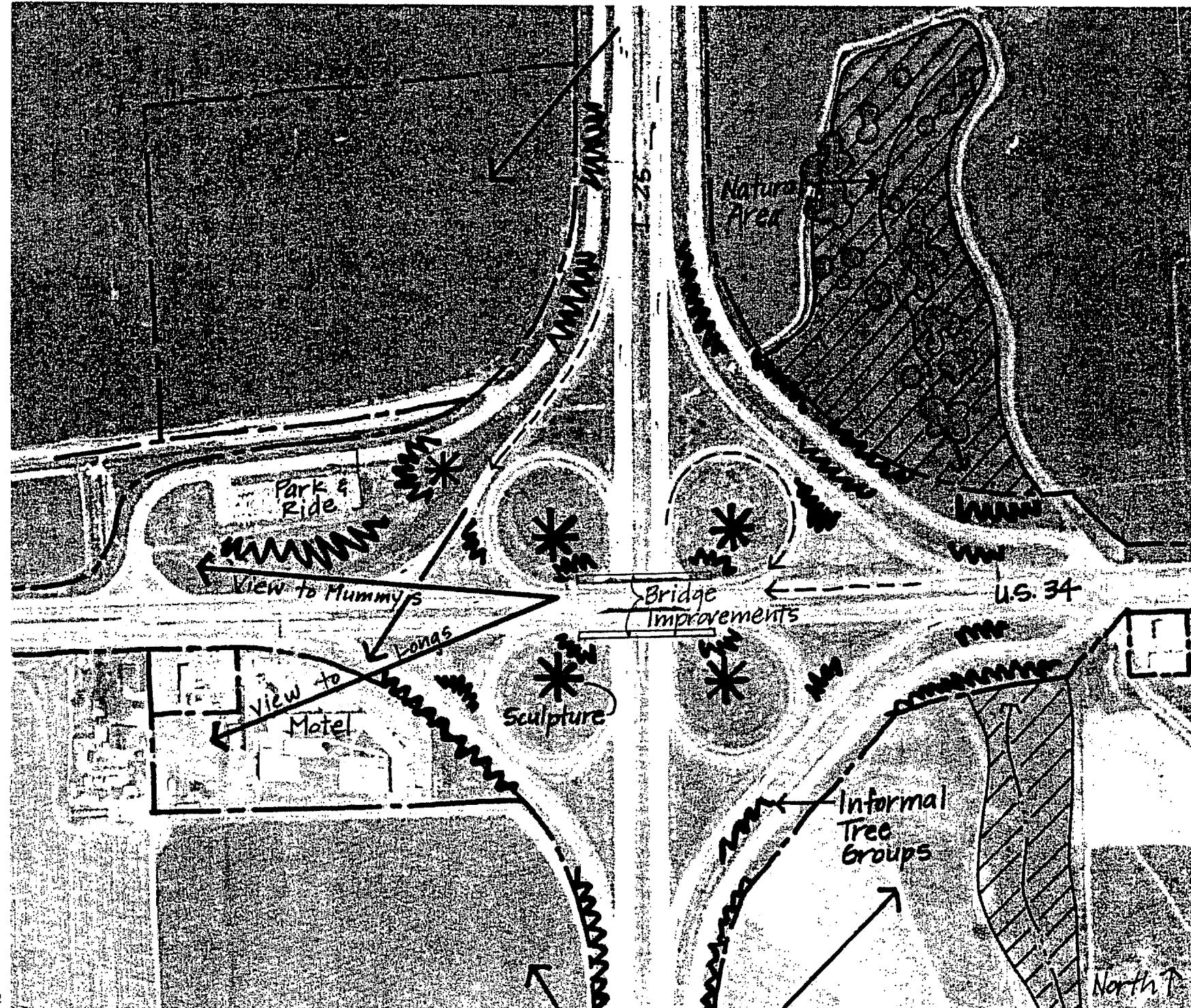


Figure 6.2 - Gateway Zone Plan

## I-25 / U.S. 34 Interchange

(Northbound I-25 to Westbound U.S. 34 Exit Ramp)

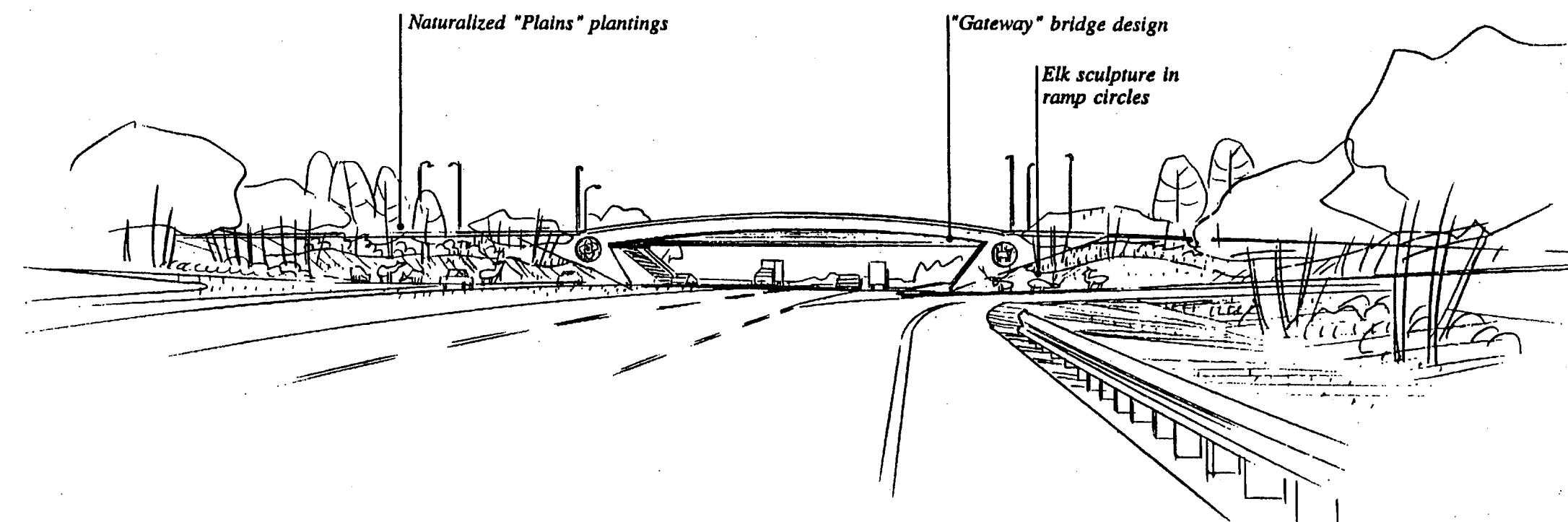


Figure 6.3 - I-25/U.S. 34 Interchange  
Ramp (Northbound I-25 to Westbound  
U.S. 34 Exit Ramp)



## I-25 / U.S. 34 Interchange

(Southbound I-25 to Westbound U.S. 34 Exit Ramp)

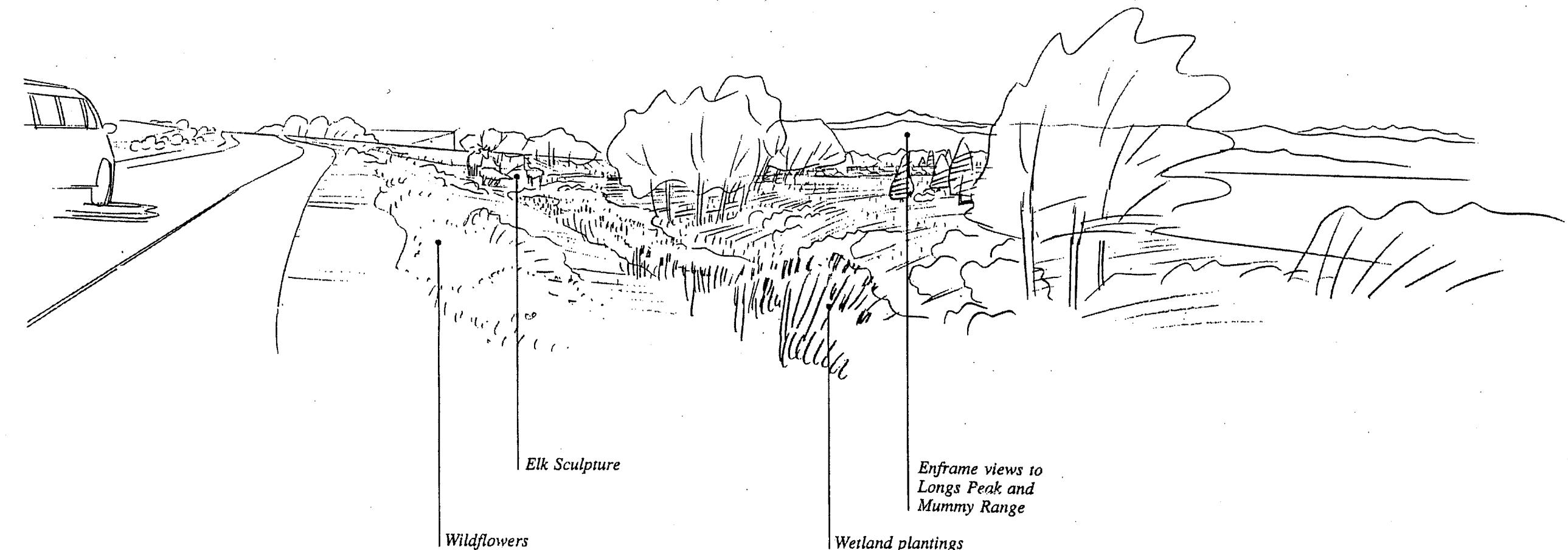
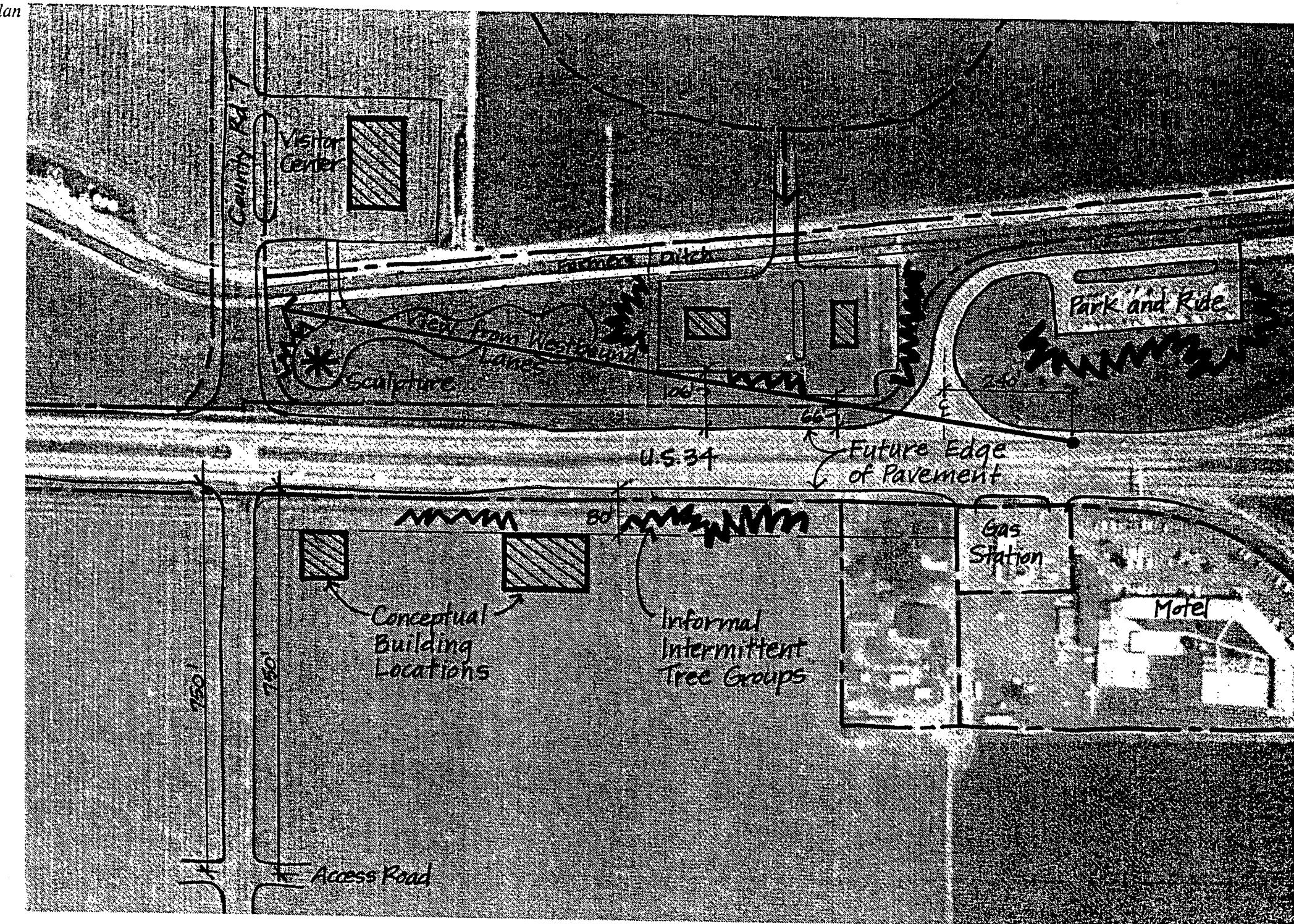


Figure 6.4 - I-25 /U.S. 34 Interchange  
Ramp (Southbound I-25 to Westbound  
U.S. 34 Exit Ramp)

Figure 6.5 - Arrival Zone Plan



**The Arrival Zone**

The "Arrival Zone" should respect views to the sculpture park. Development and landscaping on the north side of the road should not disturb a sight line between the roadway at the western edge of the interchange and the main sculptural feature and City of Loveland identification signage in the park. This results in a variable setback in this area. On the south side of the road, there is an existing gas station, a motel and a residence. Undeveloped lands on the south side should have an 80' landscape zone from the future edge of roadway. Future edge of pavement is defined as 12' from the outside of the existing roadway to allow for an additional lane planned by the CDOT.

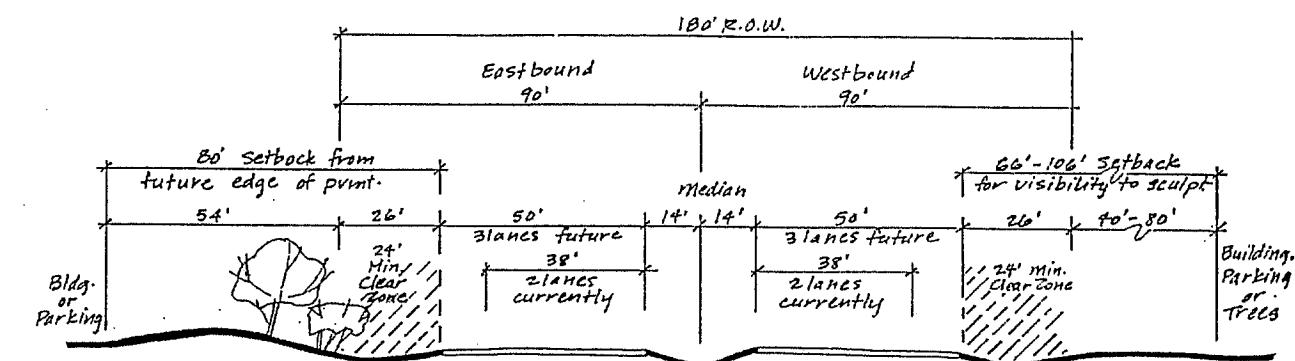


Figure 6.6 - Arrival Zone Section

**Arrival Zone**

Westbound U.S. 34

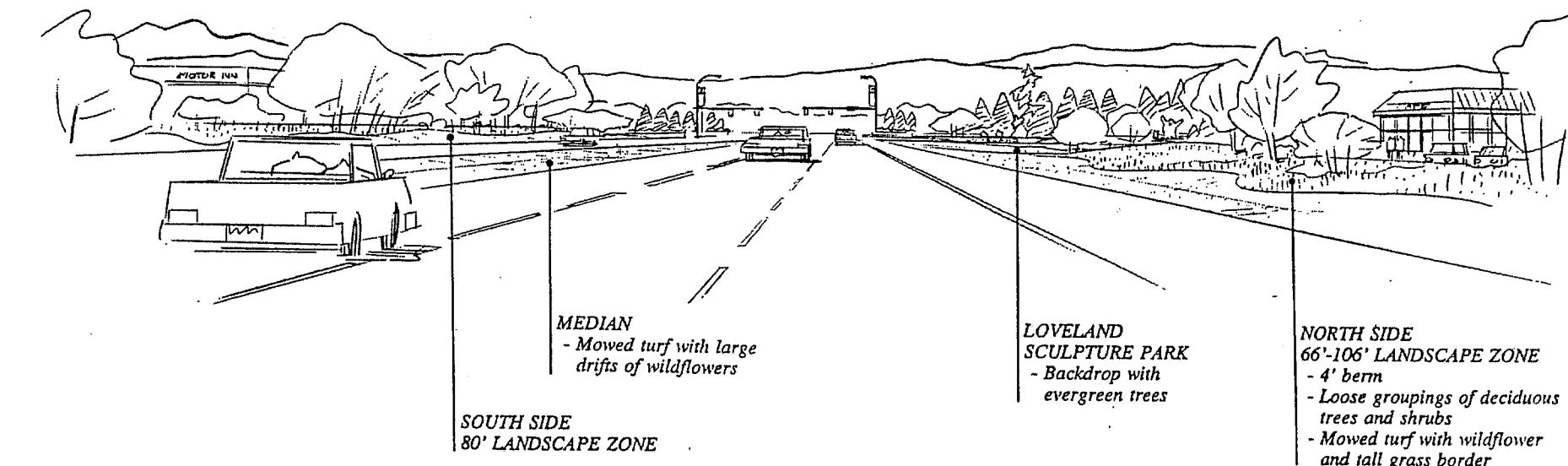
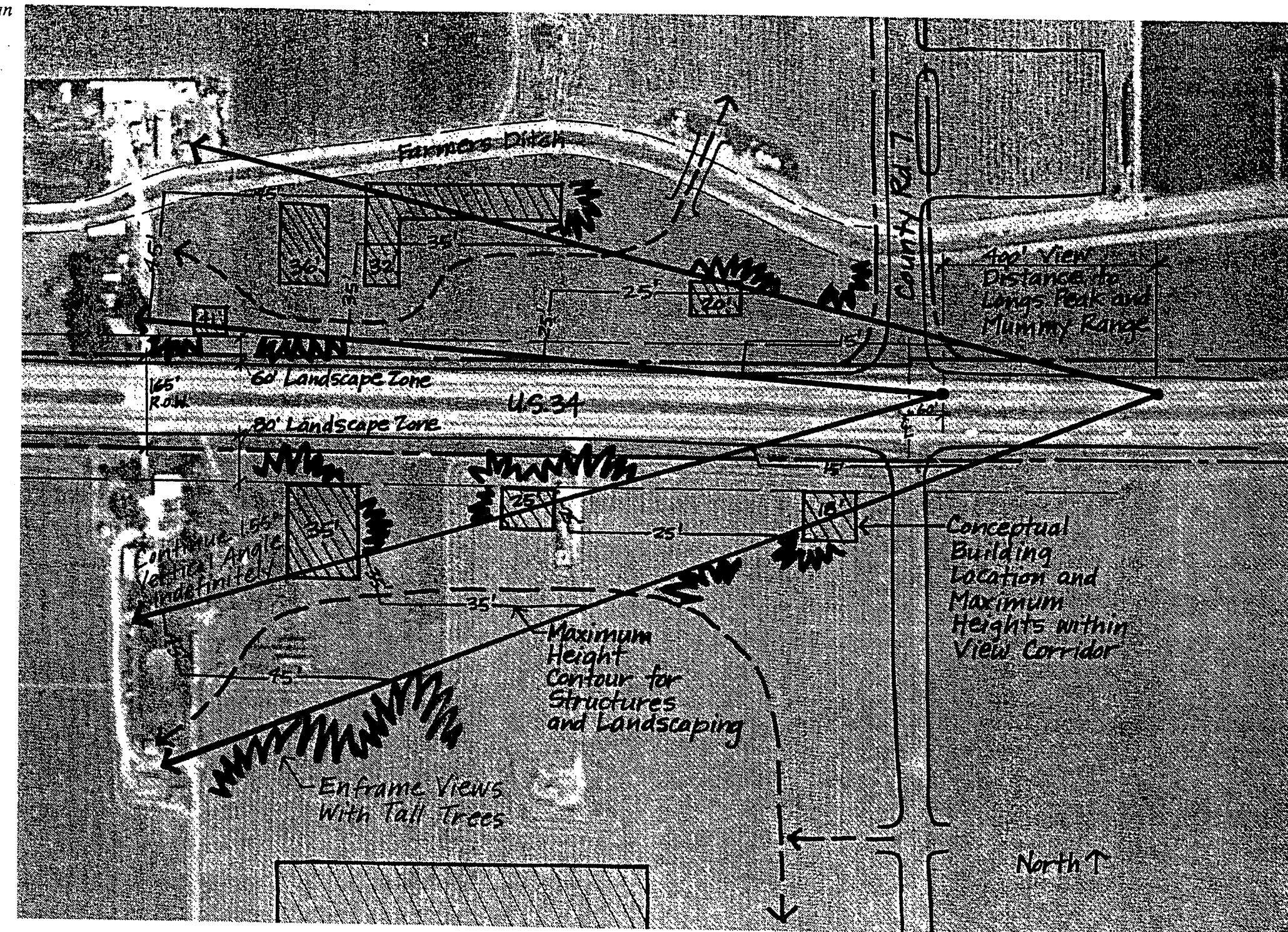


Figure 6.7 - Arrival Zone Perspective

Figure 6.8 - Transition Zone Plan



**The Transition Zones**

The "Transition Zones" should have 60' setbacks where there are "small parcels," and 80' setbacks where there are "large parcels." The location of small parcels is shown on Map 3 in Chapter II. A 400' view window to Longs Peak and the Mummy Range should be preserved at the intersection of County Road 7 and U.S. 34. Sculpture should be incorporated into the landscape near the corners at signalized intersections.

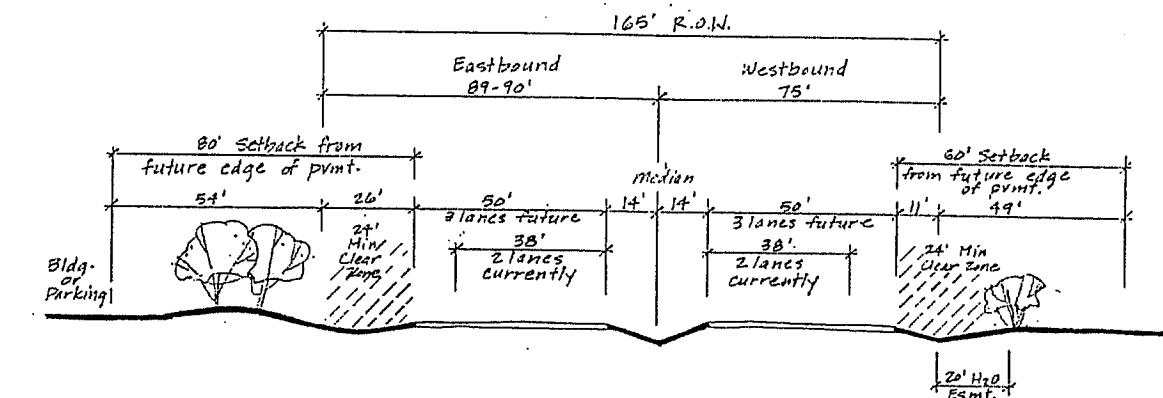


Figure 6.9 - Transition Zone Section

**Transition Zone**

Westbound U.S. 34

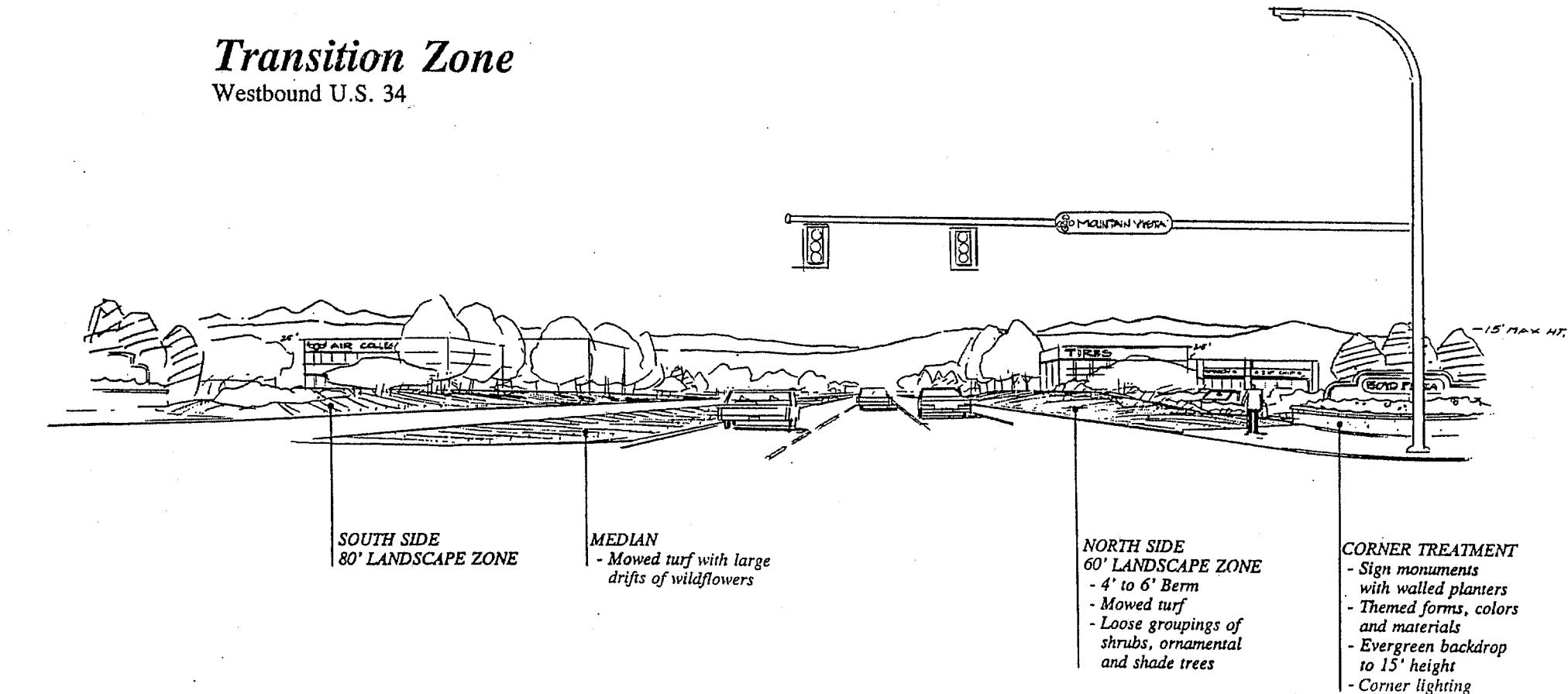
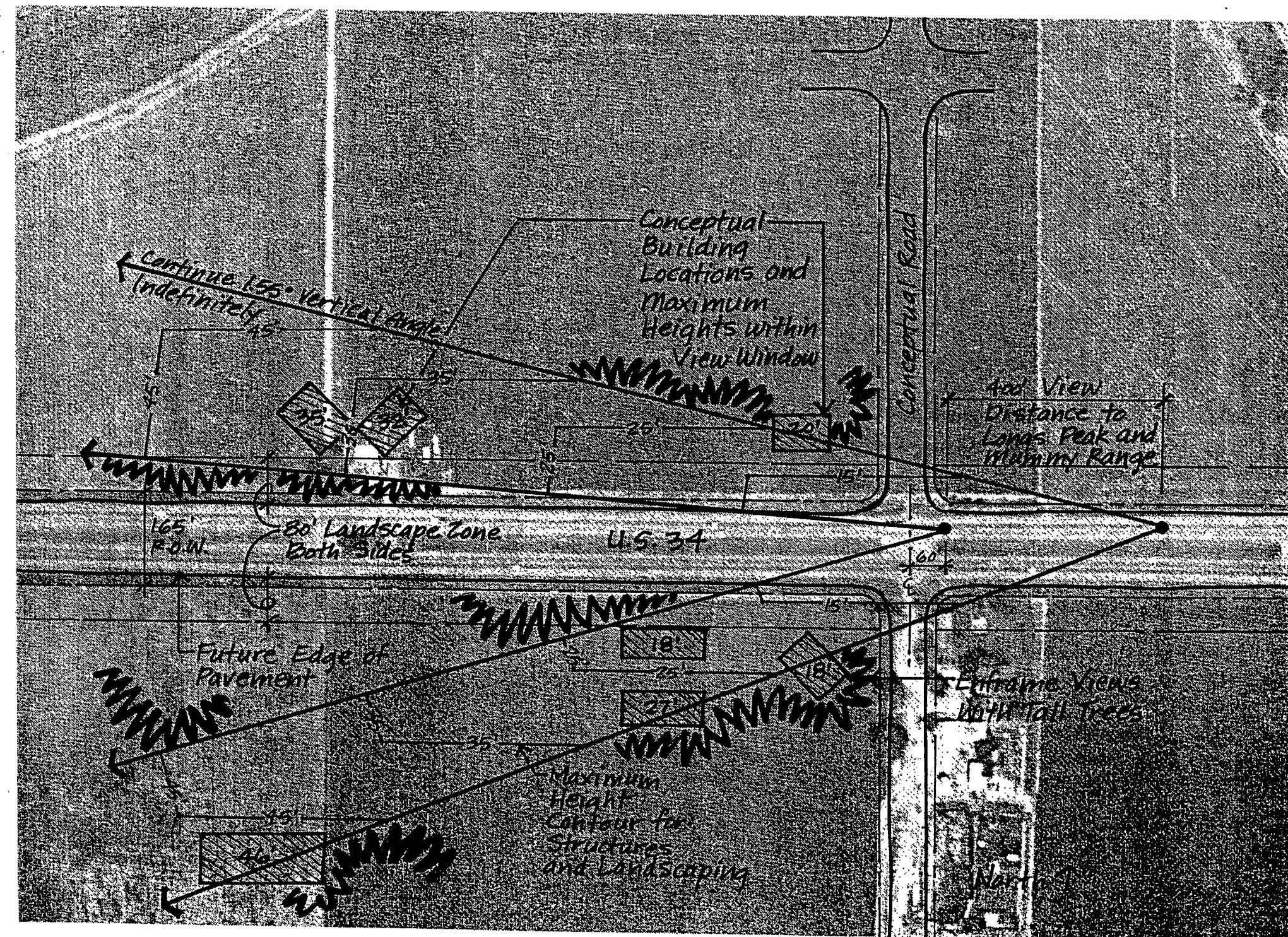


Figure 6.10 - Transition Zone Perspective

Figure 6.11 - Central Zone Plan



**The Central Zone**

The "Central Zone" should have 80' setbacks on either side of the roadway, except where there are "small parcels." The "small parcels" should have a minimum 60' landscape zone. View windows are designated at Country Road 9 and at the right-in/right-out intersections either side. Sculpture should be incorporated into the landscape at signalized intersections.

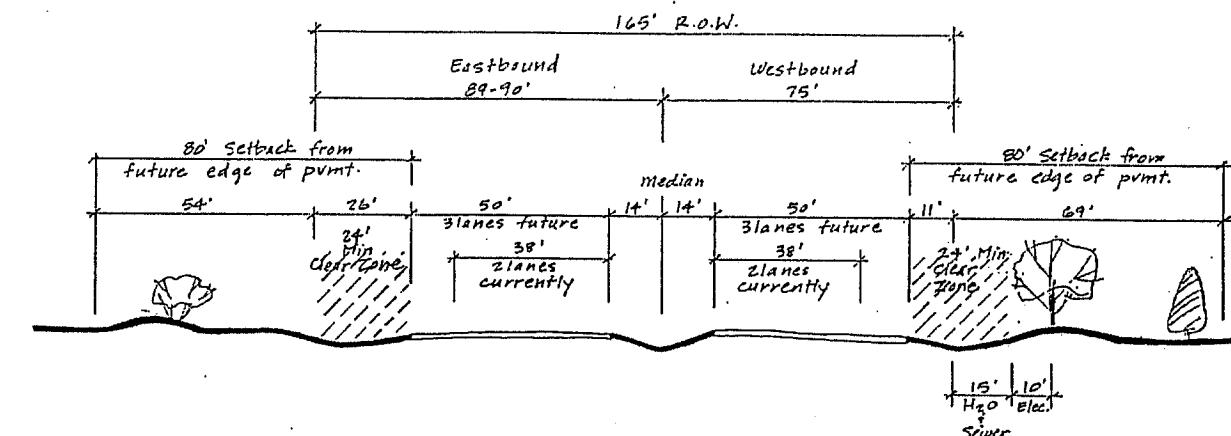


Figure 6.12 - Central Zone Section

**Central Zone**

Westbound U.S. 34

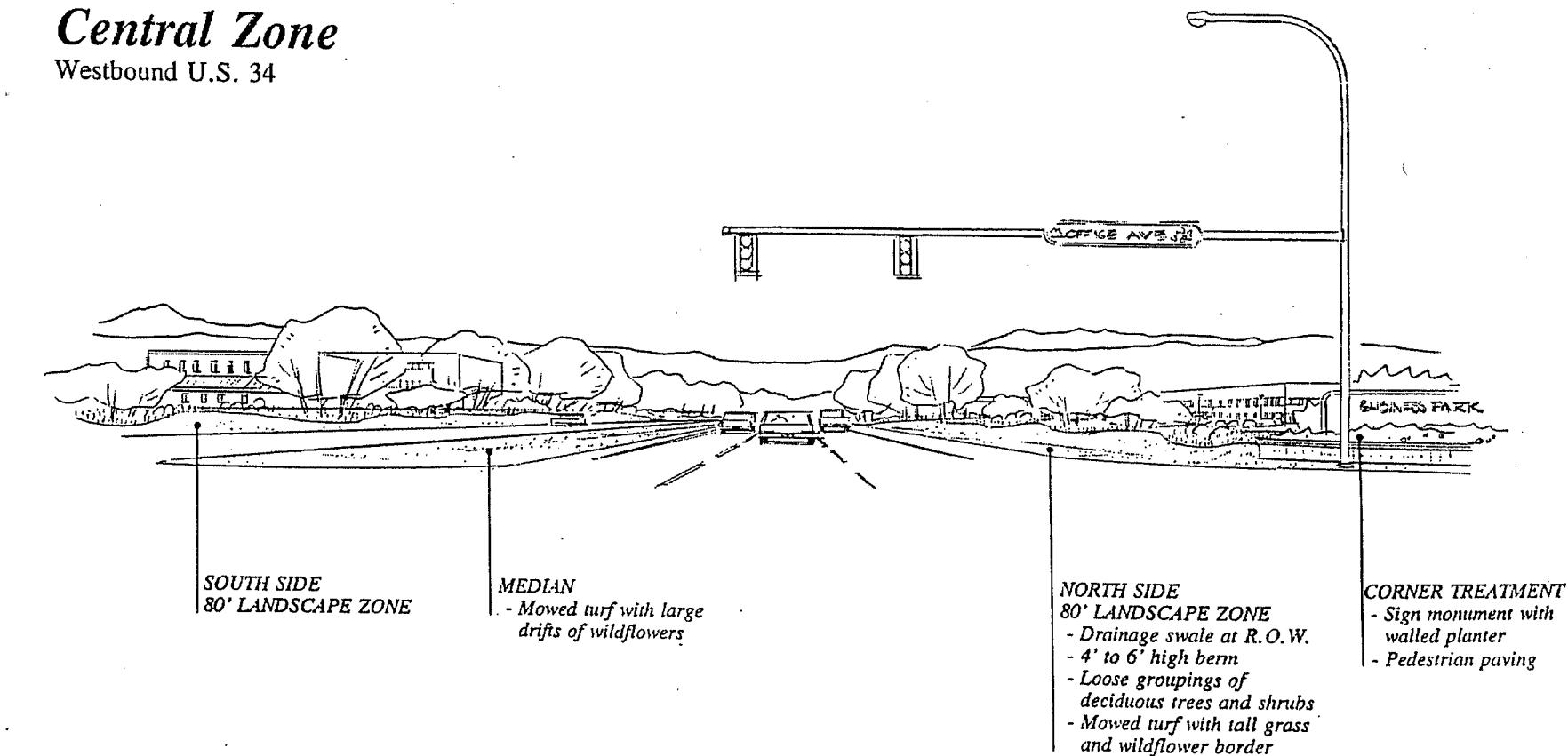
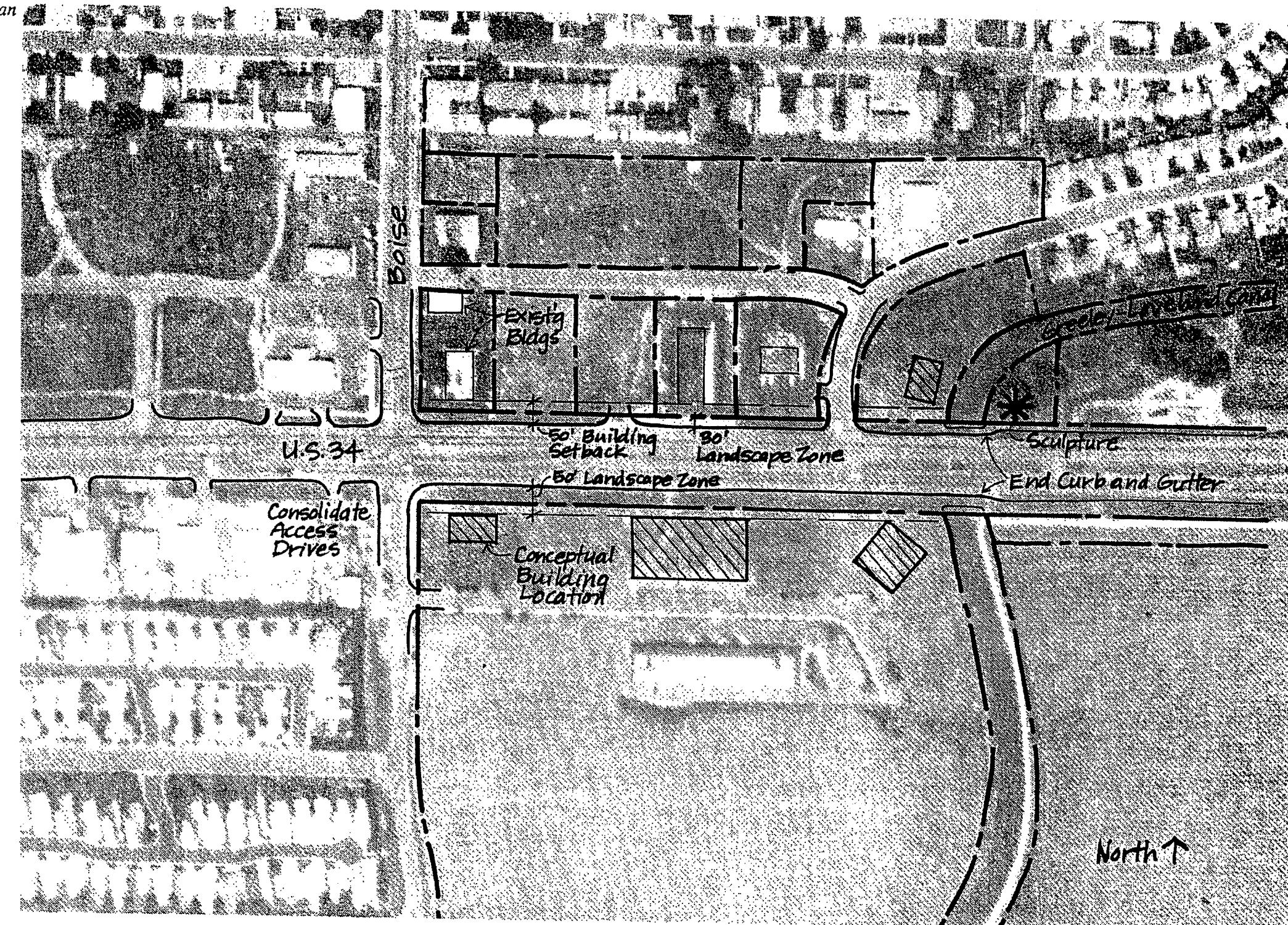


Figure 6.13 - Central Zone Perspective

Figure 6.14 - Urban Zone Plan



***The Urban Zone***

The "Urban Zone" should have 50' building setbacks and a 30' landscape zone, similar to what has already developed in this zone and west of the study area. The City park property adjacent to the Greeley-Loveland Irrigation Canal should be enhanced, and could contain sculpture similar to that located at the I-25 Interchange.

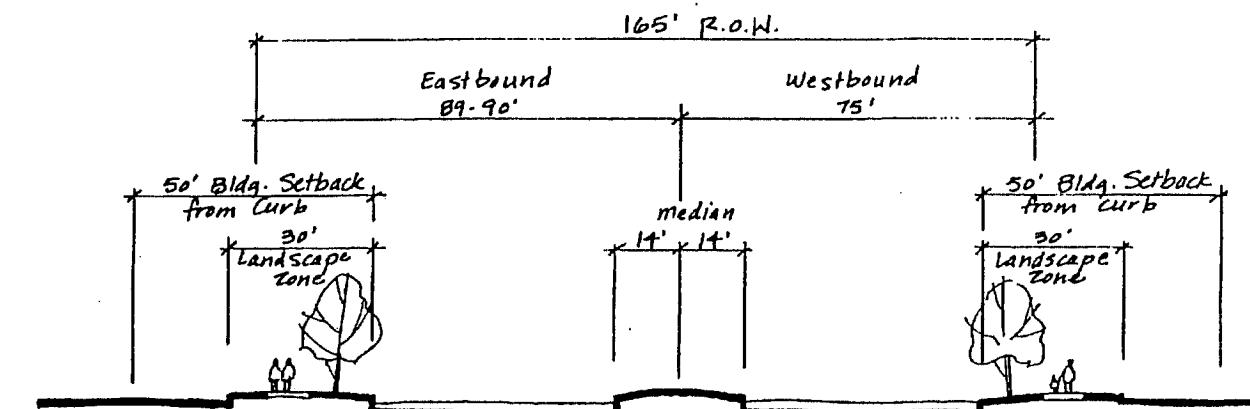


Figure 6.15 - Urban Zone Section

## ***Urban Zone***

Westbound U.S. 34

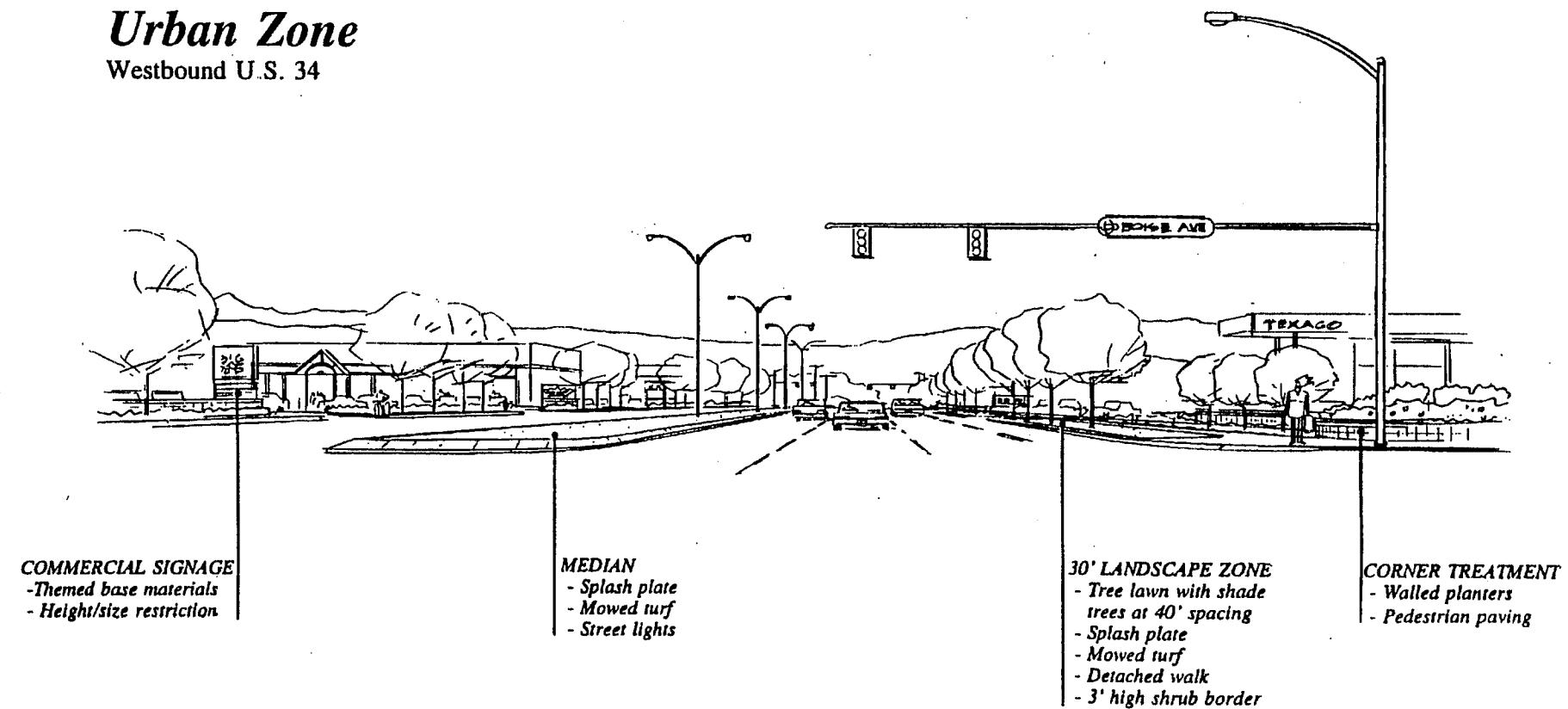


Figure 6.16 - Urban Zone Perspective

**View Windows**

View windows with associated maximum height contours are located at four locations along the corridor: at County Roads 7 and 9, and at two other right-in, right-out only intersections. These should be measured from the centerline of the cross-street to a point along the westbound U.S. 34 centerline 400' to the east. The maximum height contours shown go to 55', however the vertical angle should be projected as far as necessary to ensure that structures or trees with heights greater than 55' are not placed where they will block the views. The actual allowable height of elements within designated view windows should be determined from the elevation of U.S. 34 within the view window.

**Pedestrian Circulation**

Except in the Urban Zone, and where a walk presently exists in the western Transition Zone, pedestrian access to parcels within the corridor should be located adjacent to the secondary road system rather than along the highway. Locating the walks along the secondary road system will provide more direct access to destination points and separate the pedestrians from the high-speed traffic and noise associated with U.S. 34. Pedestrian access across U.S. 34 should be located at the major intersections.

Pedestrian paths should be detached from the roadway and link to the multipurpose recreational trail that has been proposed along the Greeley-Loveland Irrigation Canal. Trailheads for the recreational trail are shown at Denver Avenue and at the I-25 frontage road.

**Bicycle Circulation**

Commuter bicycle circulations should be accommodated along U.S. 34 with a 10' shoulder along its length. Recreational bicyclists can use the recreational trail and bike lanes along major cross streets.

**Vehicular Circulation**

Vehicular access to adjacent parcels should be limited to the intersections shown along U.S. 34 and from secondary intersections located at least 750' away from U.S. 34. The I-25 frontage road is in the process of being rerouted through the parcel north of the Park-n-Ride. The current frontage road will then service only the Park-n-Ride.

**Additional Design Standards and Guidelines**

**Site Planning**

- Cluster structures when possible to provide strong spatial relationships between buildings.
- Avoid large expansive parking lots.
- Allow corridor landscaping to flow into the site as part of an overall landscape concept.
- Vary building setbacks and orientations to avoid a walled corridor effect. See Figure 6.17 - Site Planning Concepts. Orient building entries to be visible from U.S. 34 when possible. (See Architectural Considerations at the end of this chapter.)

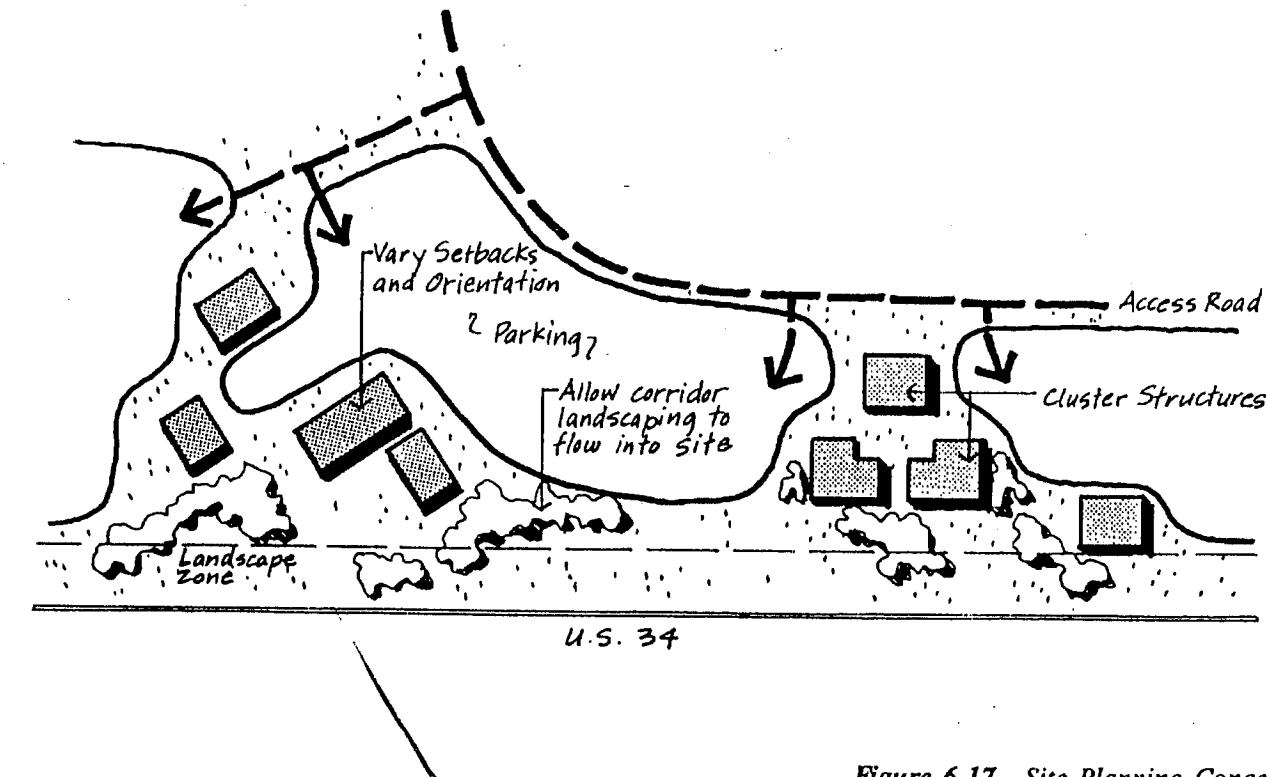


Figure 6.17 - Site Planning Concepts

### Landscape Character and Requirements

The landscape of the corridor should relate to the distance and speeds from which is it viewed. Therefore, everything should be implemented on a large scale. Trees should be arranged in large informal groupings of similar species. The groups should be spaced far enough apart to provide variety and a definitive edge to the groupings. Large masses of shrubs should flow through the landscape zone and over the tops of berms. The berms should be long with large-radius undulations; avoid long, straight berms and short-wavy berms. The ground plane should be covered with grasses and drifts of wildflowers. The grasses may be all turf grass, or zoned with turf grass at the edges and naturalized grasses that are allowed to grow longer and form seed heads. Figure 6.18 - Landscape Character, illustrates these concepts in plan and section.

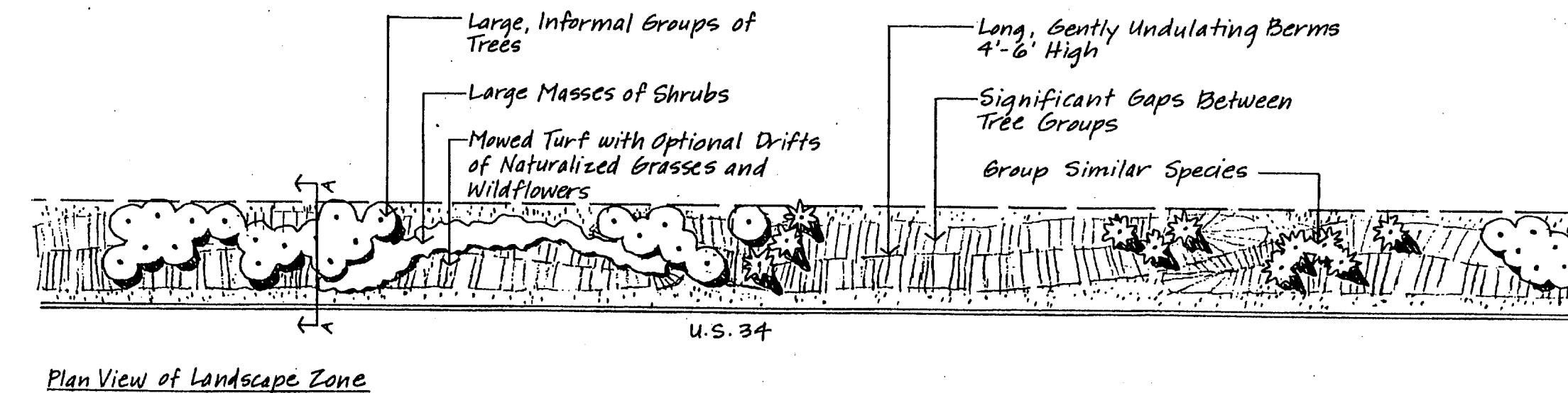


Figure 6.18 - Landscape Character



- **View Windows** -- Provide permanent visual access to mountain views as shown on the master plan by choosing materials that, when mature, will not exceed the maximum height contours within the designated view windows. Large trees should be grouped at either side of the view window to enframe views. Ornamental trees should be used to accent the middle ground. Flower and flowering shrubs should draw attention to the foreground.

#### Grading

Provide 4' to 6' berms along U.S. 34. Grading of berms, channels, swales, etc., shall be designed with smooth vertical transitions between changes in slope. All berms should be designed so that they are at least six times as wide as they are high. No slopes should be steeper than 3:1. Where space limitations demand, terracing with approved retaining walls shall be utilized. Avoid the use of wood retaining walls as they deteriorate rather quickly. Refer to Figure 6.20 - Grading Concepts for preferred grading solutions.

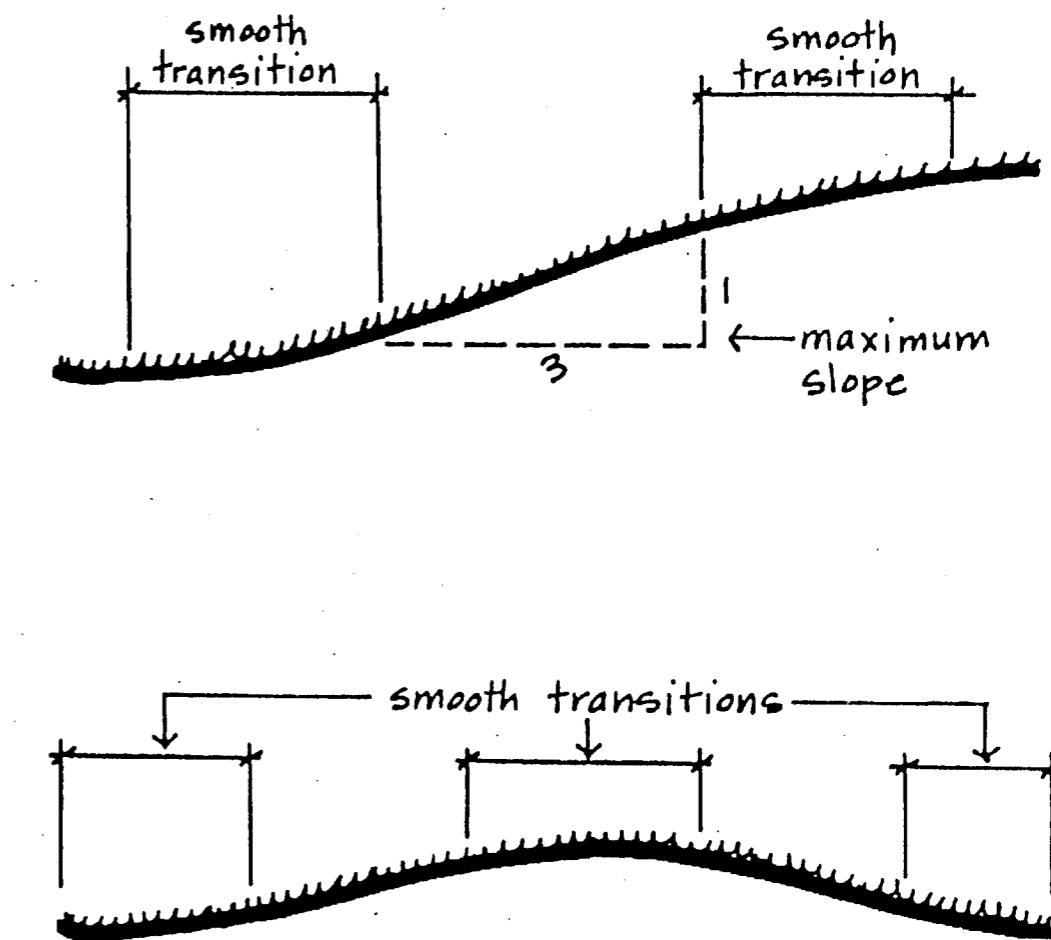


Figure 6.20 - Grading Concepts

**Managed Visibility from U.S. 34**

- **Parking Lots** -- Where feasible, locate parking lots away from the U.S. 34 corridor to minimize their visual impact. Use berthing and shrub planting to screen the parking lot ground plane from views from the U.S. 34 roadway. Follow the requirements contained in the "Site Development Performance Guidelines and Standards", for required opacity of screen and internal parking lot landscaping requirements.
- **Retail Uses** -- Use berthing and shrub planting to screen the ground plane while allowing view opportunities to stores and building-mounted signage.
- **Commercial/ Office/ Industrial/ Institutional Uses** -- Focus views into the site at key image locations, such as entries, focal points or architectural features. Provide a visual buffer for loading, storage and service areas. See text below.
- **Residential Uses** -- Use 6' berms and shrubs to provide visual and noise separation between U.S. 34 and residential areas that are adjacent to U.S. 34.
- **Open Space** -- Provide views into open space areas. Berms are not required.
- **Loading, Storage and Service Areas** -- Loading, storage or service areas which are potentially visible from U.S. 34 shall be screened from view. Design the screen as an integral part of the building architecture. Chain link with slats is not an acceptable material. Figures 6.21 - Loading and Service Areas, and Figure 6.22 - Storage Areas illustrates desirable solutions.

**Fencing**

On properties adjacent to U.S. 34, security fencing that is visible from U.S. 34 shall be bronze-colored metal fencing with intermediate sandstone or brick pillars.

**Lighting**

Provide street lighting along U.S. 34 only at intersections and where needed for vehicular turning movements. Arterial and collector streets shall be lighted per City of Loveland standards.

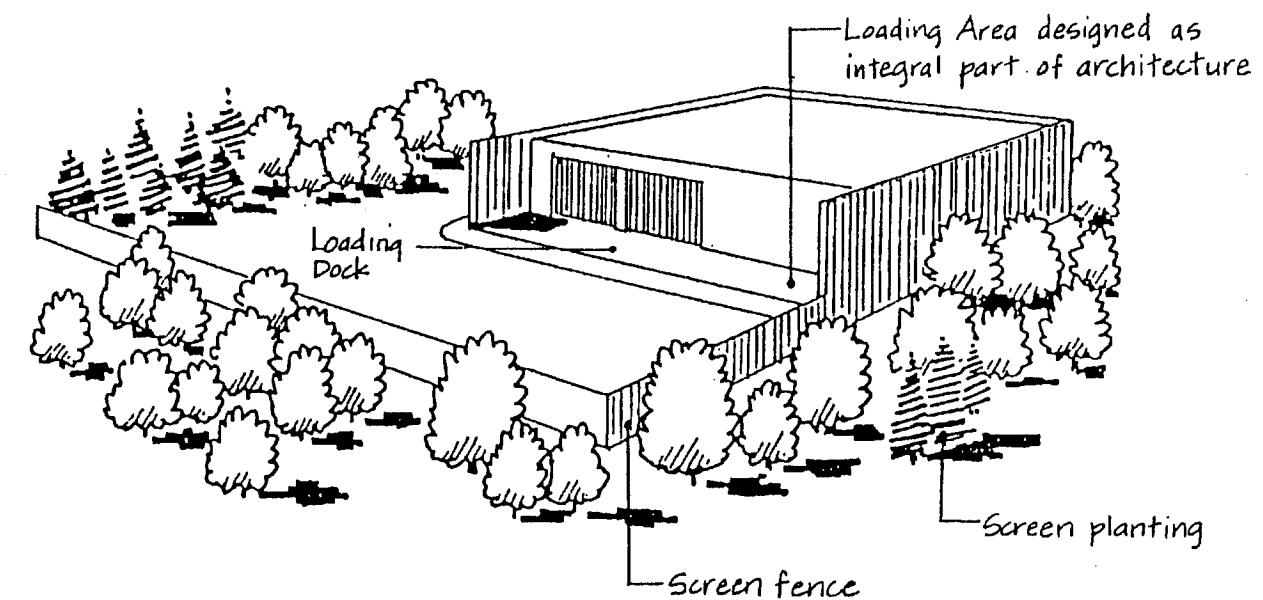


Figure 6.21 - Loading and Service Areas

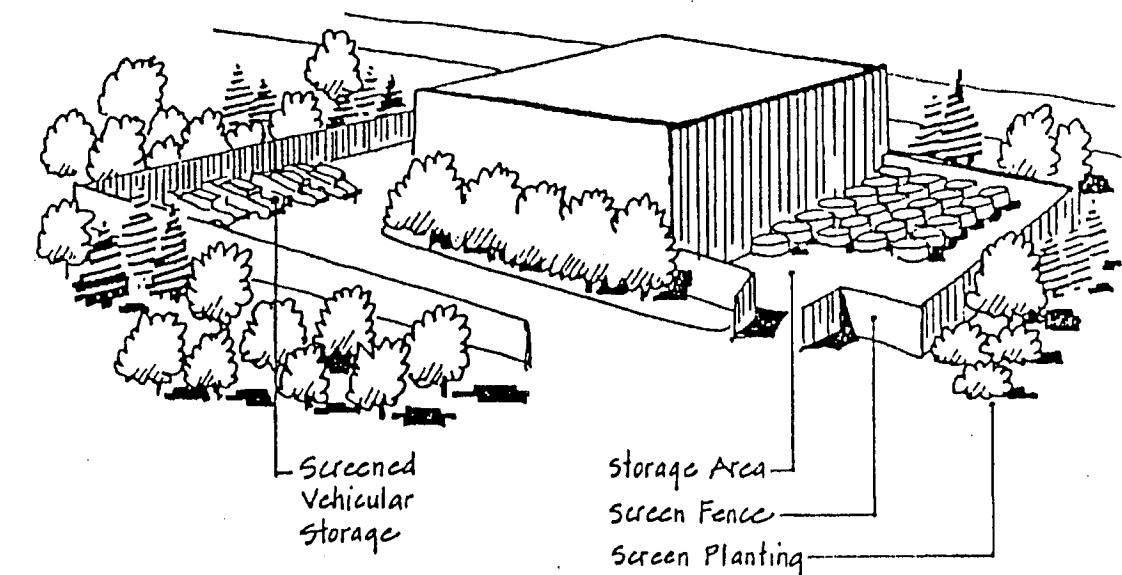


Figure 6.22 - Storage Areas

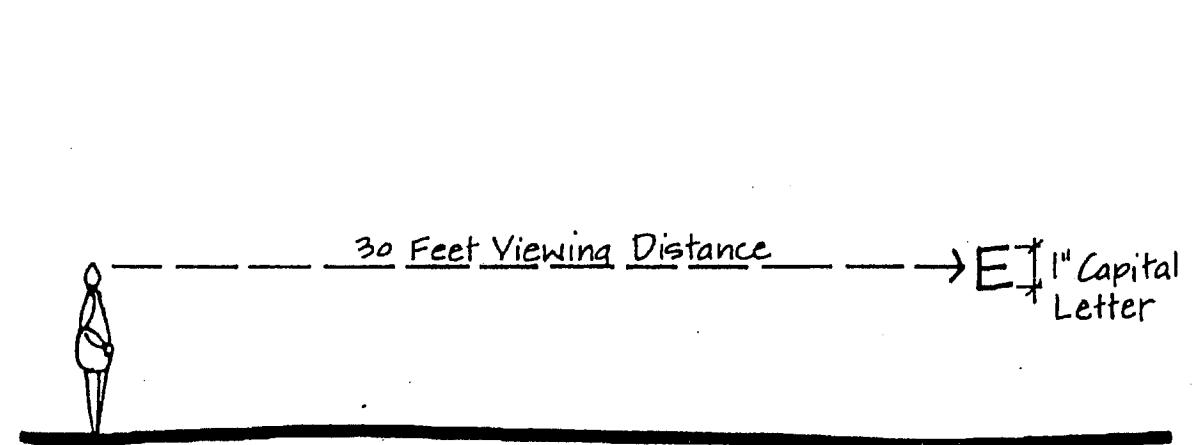


Figure 6.23 - Type Size/Viewing Distance

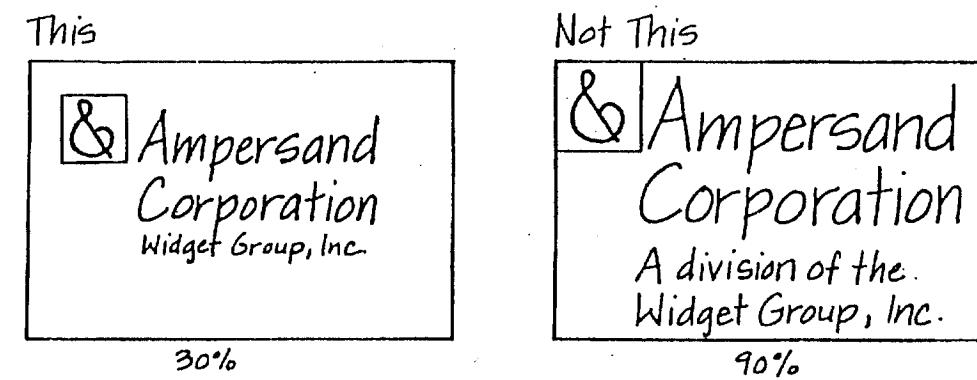


Figure 6.24 - Message Area of Sign Face

**Signage**

Within the planning area boundary shown on Map 4. - Master Plan, signage shall be designed according to the following guidelines:

- **Size, Shape and General Design Considerations** -- Freestanding signs should be a maximum of 12' in height with concealed support systems. Pole signs are not acceptable. A horizontal profile is preferred for signs because it harmonizes with the landscape character. Landscaping should be provided around the base of ground-mounted signs to help them integrate with the natural environment. The plant material around floodlight fixtures should be carefully placed to visually screen the fixtures. The height of the plant materials should also be considerate of sight lines for both motorists and pedestrians.
- **Materials and Colors** -- Materials for the sign face and base should be warm-toned, natural materials, or materials that are sympathetic to natural materials. Examples include: brick, sandstone, textured and colored concrete or concrete block, and stucco.
- **Lighting** -- The sign shall be lighted by directional, external light sources, internally illuminated letters and logos, or back-lighted raised letters and logos. The entire sign face may not be internally illuminated.
- **Legibility** -- For maximum ease of readability, signage should contain a minimum number of items of information; one item per identification or regulatory sign is best. For example, identification signs for retail or commercial centers should not display the name of each of the occupants in addition to the name of the center. Information/directional signs are most easily read and understood when limited to six items of information.

In addition to the content of the sign graphics, the size and type of lettering and the way the graphics are positioned on the sign panel affects the readability. The size of letters used should depend on the distance at which the sign is expected to be read. As a general rule, the use of a 1" capital letter height is necessary for each 30' of viewing distance to provide minimum acceptable legibility. See Figure 6.23 - Type Size/Viewing Distance.

The type of lettering used for signage should be simple in style and form. Unusual letter construction and unfamiliar proportions between strokes and spaces are difficult to read and should be avoided.

The readability of a message also depends on the simplicity of its layout on the sign panel. For the most effective communication, the area of a sign face used for message area should vary with the sign type. Identification and informational/directional signs are most readable when the message area is 30% or less of the total sign face. Vehicular control signs and other regulatory signs, however, generally use close to 100% of the sign face for their message. See Figure 6.24 - Message Area of Sign Face.

**Architectural Considerations**

Within the planning area boundary shown on Map 4. - Master Plan, buildings shall be designed according to the following guidelines.

The purpose of these guidelines is to produce orderly and aesthetically pleasing developments of high quality architecture in harmony with the environment and consistent with the intended use of the building(s). It is the intent of these guidelines to allow a wide range of architectural styles.

- **Building Construction and Design** -- Building construction and design shall be used to create a structure with substantially equally attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side and rear elevations of the structure, particularly when visible from adjacent streets and properties.
  - *Avoid large uninterrupted expanses of a single material.*
  - *Long uninterrupted building planes are discouraged; buildings shall be designed and arranged with offsetting surfaces and planes to provide a varied street appearance.*
  - *Any accessory buildings and enclosures, whether attached to or detached from the main building, shall be of similar compatible design and materials.*
- **Exterior Materials and Colors** -- Only building materials of proven durability and quality are to be used. The type, colors and textures of materials shall be carefully selected to ensure permanent, long lasting structures with continuing high quality appearance.
  - *The colors dominating the landscape of Loveland are light, muted earth tones. These colors blend well with the natural surrounding environment. These light earth tone colors shall be the predominant ones used on the exterior of the building with bright colors used for accents and detailing of the architecture of the buildings or structures.*
  - *Building colors shall seek to achieve an overall harmony using a limited palette. Colors used merely as "attention getters", such as orange or red roofs or orange and white striped facades shall be avoided.*

**Maintenance**

- **Rooftops** -- Rooftop surfaces, equipment and accessories shall be designed according to the following requirements:
  - *The roof surface materials, texture and reflectivity shall be designed considering their effect on the views of other sites and structures. Where rooftops are visible from other sites, structures or public roads, the rooftop materials shall be nonreflective.*
  - *Roof-mounted mechanical equipment, vents, stacks, etc., shall be minimized and, where possible, eliminated.*
  - *Long runs of exposed ductwork, pipes, conduit or other similar items are prohibited.*
  - *Any appurtenances that must be roof-mounted shall be located and screened so they are not visible from any point at ground level. Where possible, the appurtenances shall be grouped and enclosed by screens that are designed to be compatible with the building architecture. The screens shall be a foot taller than the materials being screened. If necessary because of visibility, all rooftop mechanical equipments, ducts, etc., must be fully enclosed in a mechanical penthouse.*
  - *All rooftop appurtenances shall be painted the same color, to be compatible with the building architecture.*
  - *Rooftop solar collectors, skylights and other potentially reflective rooftop building elements shall be designed and installed in a manner that prevents reflected glare and obstruction of views of other sites and structures.*

All landscaping is to be maintained so that it is free of weeds and trash. Install automatic irrigation systems and water plant materials according to their water use requirements. Prune out dead branches and limbs. Mow irrigated turf grasses as needed to maintain a height of between 2 1/2" to 4". Allow seed heads to form in naturalized grass and wildflower areas; mow only if the area becomes unsightly or after the seed heads and leaves have dried.



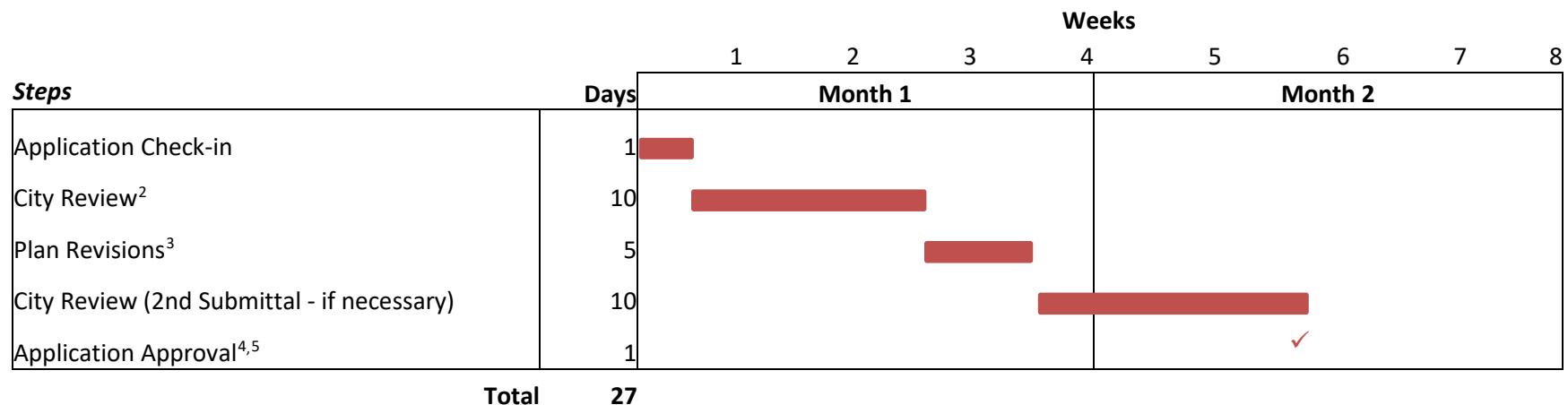
# **APPENDIX F**

## **TIMELINES**



## **Building Permit Review Processes<sup>1</sup>**

*SF Residential Building Permit = 27 Business Days or approximately 37 calendar Days*



<sup>1</sup> Building Permit reviews may run concurrently with a development application, as applicable. Building Permit review turnarounds do not shorten with subsequent reviews as other applications do.

<sup>2</sup> Includes Master Permit review timeline for single family, Duplex, or other attached single family dwellings.

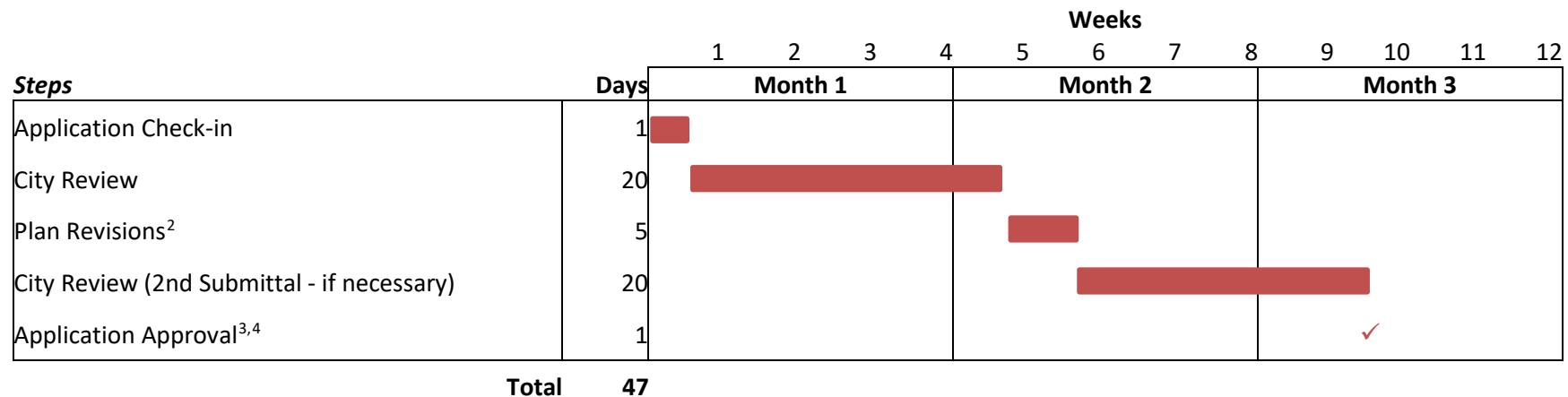
<sup>3</sup> Plan revisions are the responsibility of the Applicant. The City estimates a 1 week turn-around that is dependent on the Applicant completing their revisions.

<sup>4</sup> Applications are not guaranteed approval after the 2nd Submittal and may require subsequent reviews.

<sup>5</sup> Section 12.3.6 of the GDP outlines the Review Timelines administration criteria. Applicants of development projects are encouraged to review this criterion.

## **Building Permit Review Processes<sup>1</sup>**

*Commercial and MF Building Permit = 47 Business Days or approximately 65 calendar Days*



<sup>1</sup> Building Permit reviews may run concurrently with a development application, as applicable. Building Permit review turnarounds do not shorten with subsequent reviews as other applications do.

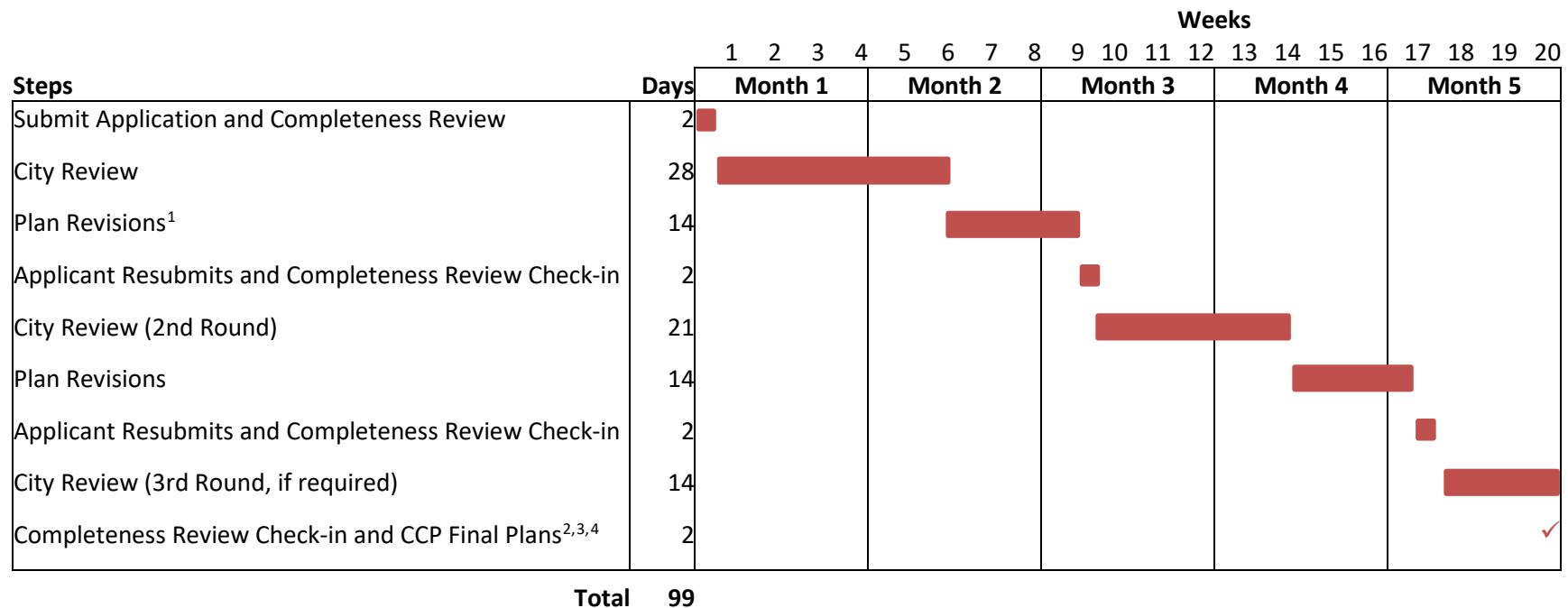
<sup>2</sup> Plan revisions are the responsibility of the Applicant. The City estimates a 1 week turn-around that is dependent on the Applicant completing their revisions.

<sup>3</sup> Applications are not guaranteed approval after the 2nd Submittal and may require subsequent reviews.

<sup>4</sup> Section 12.3.6 of the GDP outlines the Review Timelines administration criteria. Applicants of development projects are encouraged to review this criterion.

## CCP Review Processes

Civil Construction Plans (CCP) - No Plat = 99 Business Days or approximately 137 calendar Days



<sup>1</sup> Plan revisions are the responsibility of the Applicant. The City estimates a 1 week turn-around that is dependent on the Applicant completing their revisions.

<sup>2</sup> Approval requires submittal of signed plans; Building Permits issued after recording of plans.

<sup>3</sup> As applicable, executing and recording final documents by the City shall occur within 14 Days of receipt in accordance with Section 12.3.3.F of the GDP.

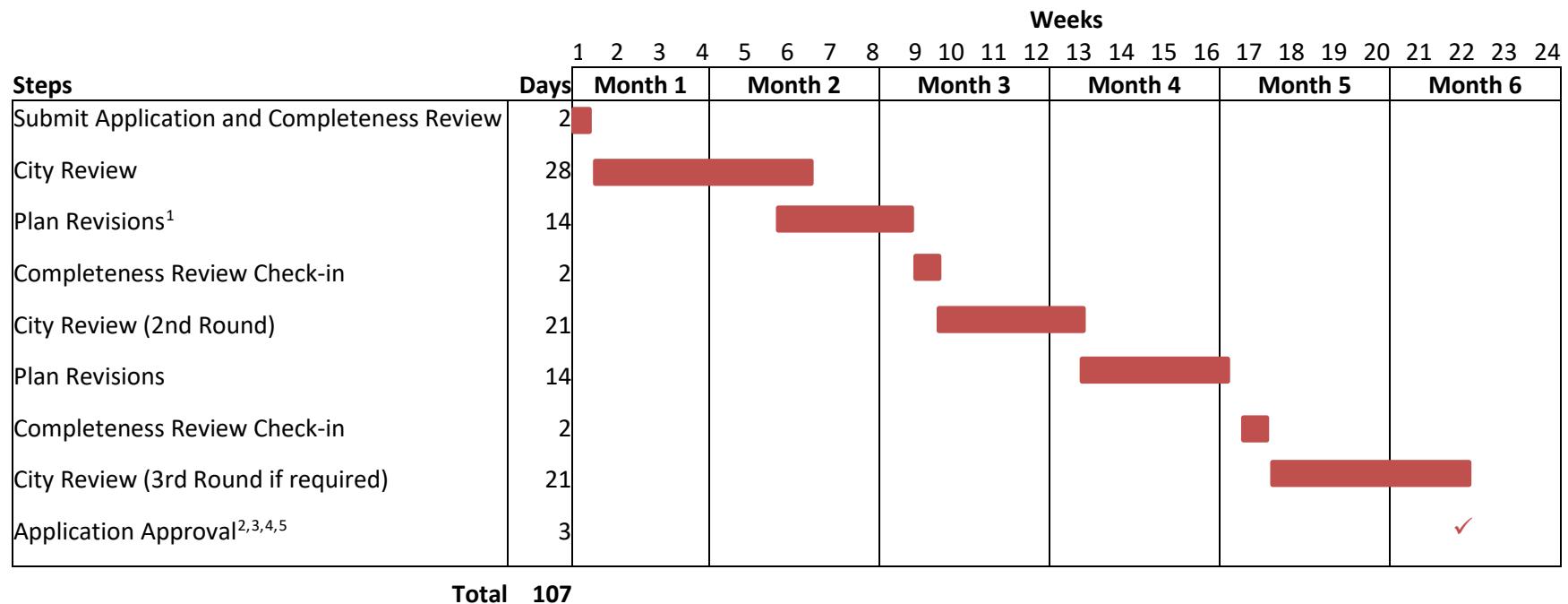
<sup>4</sup> Section 12.3.6 of the GDP outlines the Review Timelines administration criteria. Applicants of development projects are encouraged to review this criterion.

**Subdivision Development Agreement (SDA)***30 Business Days or approximately 42 calendar Days*

Steps	Days	Weeks																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
SDA Sent to Applicant with 2nd Round Review Comments	1													13							
Applicant Review and Redline of SDA	14													14	15	16	17				
City Review of Applicant Comments	14													17	18	19	20				
Final Draft Sent to Applicant for Signatures	1																				✓
Total		30																			

## Administrative Subdivision Review Processes

GDP Sketch Plat and GDP Final Plat (Combined GDP Sketch Plat and GDP Final Plat) = 107 Business Days or approximately 149 calendar Days



<sup>1</sup> Plan revisions are the responsibility of the Applicant. The City estimates a 1 week turn-around that is dependent on the Applicant completing their revisions.

<sup>2</sup>Includes 3-Day Appeal Period and public noticing.

<sup>3</sup> Appeal procedures do not have a definitive timeframe.

<sup>4</sup> As applicable, executing and recording final documents by the City shall occur within 14 Days of receipt in accordance with Section 12.3.3.F of the GDP.

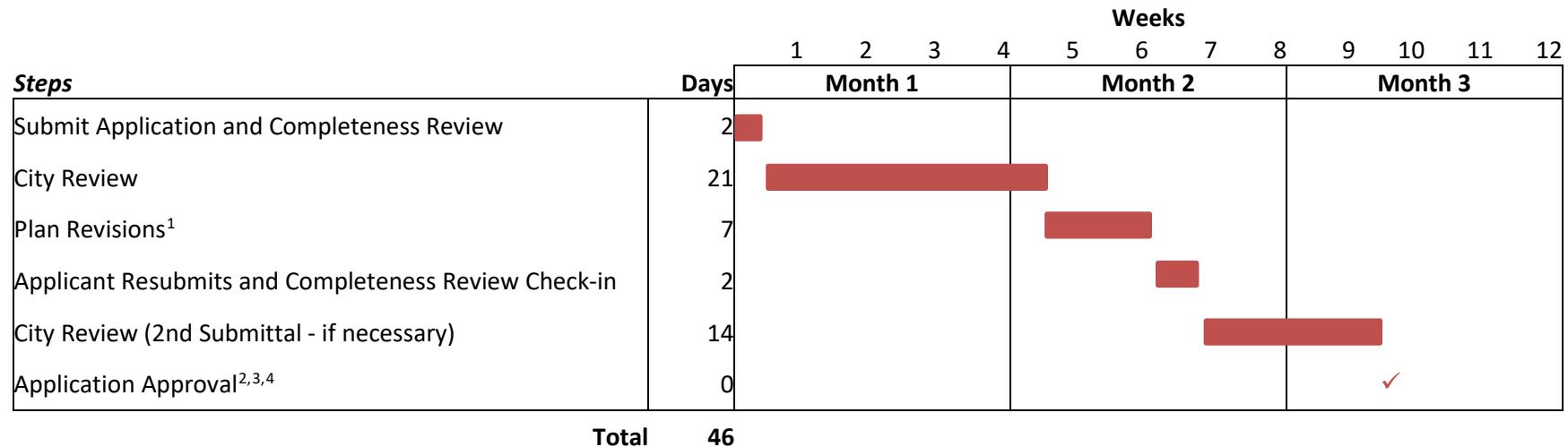
<sup>5</sup> Section 12.3.6 of the GDP outlines the Review Timelines administration criteria. Applicants of development projects are encouraged to review this criterion.

**Subdivision Development Agreement (SDA)***30 Business Days or approximately 42 calendar Days*

Steps	Days	Weeks																							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
SDA Sent to Applicant with Second Round Comments	1													14											
Applicant Review and Redline of SDA	14																								
City Review	14																								
Final Draft to Applicant for Signatures	1																								✓
Total	30																								

## **Administrative Review Processes**

*Boundary Line Adjustment, Lot Merger, Site Development Plan = 46 Business Days or approximately 64 calendar Days*



<sup>1</sup> Plan revisions are the responsibility of the Applicant. The City estimates a 1 week turn-around that is dependent on the Applicant completing their revisions.

<sup>2</sup> Permits requiring a subdivision or platting process will be issued after recording of the signed plans.

<sup>3</sup> As applicable, executing and recording final documents by the City shall occur within 14 Days of receipt in accordance with Section 12.3.3.F of the GDP.

<sup>4</sup> Section 12.3.6 of the GDP outlines the Review Timelines administration criteria. Applicants of development projects are encouraged to review this criterion.