

LEGAL DESCRIPTION FARRO FIRST ADDITION:

A PARCEL OF LAND BEING A PART OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 25, AS BEARING NORTH 00°09'57" WEST, AN ASSUMED BEARING, AND WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO:

BEGINNING AT THE CENTER QUARTER OF SAID SECTION 25, BEING MONUMENTED BY A #6 REBAR WITH A 3.25" ALUMINUM CAP, STAMPED WITH LS 5028, AND DATED 1990;

THENCE NORTH 00° 09' 57" WEST 1327.96 FEET ALONG THE WESTERLY LINE OF THE NORTHEAST QUARTER OF SAID SECTION 25, TO THE NORTH-CENTER SIXTEENTH CORNER OF SAID SECTION 25, ALSO BEING MONUMENTED BY A #6 REBAR WITH A 3.25" ALUMINUM CAP, STAMPED WITH LS 5028, AND DATED 1990, SAID POINT ALSO BEING THE SOUTHEASTERLY CORNER OF PARCEL B, AMENDED OF HELIX EXEMPTION AMENDED PLAT AND WALDEN WEST WEEKS BLK AT LARIMER COUNTY RECEPTION NUMBER 2012003226;

THENCE DEPARTING SAID WESTERLY LINE, AND CONTINUING ALONG THE SOUTHERLY LINE OF SAID PARCEL B, SOUTH 89°39'53" EAST 1594.19 FEET;

THENCE DEPARTING SAID SOUTHERLY LINE OF PARCEL B, AND PROCEEDING ALONG THE EASTERLY LINE OF LOT 4, WACKER MRD S-71-90 AT LARIMER COUNTY RECEPTION NUMBER 19900000352 THE FOLLOWING SEVENTEEN (17) COURSES AND DISTANCES:

THENCE SOUTH 10° 34' 31" EAST 86.09 FEET;

THENCE SOUTH 21° 49' 12" EAST 79.63 FEET;

THENCE SOUTH 12° 26' 43" EAST 59.16 FEET;

THENCE SOUTH 14° 13' 27" EAST 101.61 FEET;

THENCE SOUTH 24° 23' 04" WEST 275.41 FEET;

THENCE SOUTH 07° 34' 51" WEST 34.00 FEET;

THENCE SOUTH 37° 14' 37" EAST 47.69 FEET;

THENCE SOUTH 64° 37' 39" EAST 229.05 FEET;

THENCE SOUTH 59° 23' 20" EAST 104.62 FEET;

THENCE SOUTH 51° 25' 46" EAST 84.92 FEET;

THENCE SOUTH 71° 54' 06" EAST 123.16 FEET;

THENCE NORTH 81° 37' 32" EAST 63.80 FEET;

THENCE NORTH 89° 09' 39" EAST 73.76 FEET;

THENCE NORTH 86° 42' 33" EAST 59.26 FEET;

THENCE NORTH 81° 29' 01" EAST 54.14 FEET;

THENCE SOUTH 86° 18' 13" EAST 94.97 FEET;

THENCE NORTH 06° 00' 00" EAST 7.76 FEET TO THE SOUTHEAST CORNER OF THE PARCEL RECORDED BY WARRANTY DEED UNDER LARIMER COUNTY RECEPTION NUMBER 97018309;

THENCE CONTINUING ALONG THE NORTHERLY LINE OF LOT 4, WACKER MRD S-71-90, ALSO BEING THE SOUTHERLY LINE OF SAID WARRANTY DEED, NORTH 85°11'09" EAST 163.98 FEET;

THENCE DEPARTING SAID NORTHERLY LINE, SOUTH 00°20'30" EAST 482.73 FEET TO THE SOUTHERLY LINE OF SAID NORTHEAST QUARTER OF SECTION 25;

THENCE ALONG THE SOUTHERLY LINE OF SAID LOT 4, WACKER MRD S-71-90, ALSO BEING THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 25, NORTH 89°53'11" WEST 1286.49 FEET TO THE EAST CENTER SIXTEENTH CORNER OF SAID SECTION 25;

THENCE CONTINUING ALONG SAID SOUTHERLY LINE NORTH 89°53'25" WEST 1325.46 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4, WACKER MRD S-71-90, ALSO BEING THE **POINT OF BEGINNING**.

SAID DESCRIBED TRACT OF LAND CONTAINS 2,633.455 SQUARE FEET OR 60.46 ACRES, MORE OR LESS AND MAY BE SUBJECT TO ANY RIGHTS-OF-WAY OR OTHER EASEMENTS AS GRANTED OR RESERVED BY INSTRUMENTS OF RECORD OR AS NOW EXISTING ON SAID DESCRIBED PARCEL OF LAND.

LEGAL DESCRIPTION FARRO SECOND ADDITION:

A PARCEL OF LAND BEING A PART OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 25, AS BEARING NORTH 00°09'57" WEST, AN ASSUMED BEARING, AND WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO:

BEGINNING AT THE EAST QUARTER OF SAID SECTION 25, BEING MONUMENTED BY A 2" ALUMINUM CAP IN MONUMENT BOX, STAMPED WITH LS 5028, AND DATED 1994;

THENCE ALONG THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 25, NORTH 89° 53' 11" WEST A DISTANCE OF 40.00 FEET TO THE EAST LINE OF FARRO FIRST ADDITION RECORDED UNDER LARIMER COUNTY RECEPTION NUMBER _____

THENCE ALONG SAID EAST LINE, NORTH 00° 20' 30" WEST A DISTANCE OF 482.73 FEET;

THENCE DEPARTING SAID EAST LINE, NORTH 89° 51' 07" EAST A DISTANCE OF 10.02 FEET;

THENCE SOUTH 89° 53' 21" EAST A DISTANCE OF 70.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF NORTH COUNTY ROAD 13;

THENCE ALONG SAID EAST LINE, SOUTH 00° 20' 30" EAST A DISTANCE OF 483.48 FEET;

THENCE DEPARTING SAID EAST LINE, NORTH 89° 53' 11" WEST A DISTANCE OF 40.00 FEET TO THE **POINT OF BEGINNING**.

SAID DESCRIBED TRACT OF LAND CONTAINS 46.498 SQUARE FEET OR 1.00 ACRES, MORE OR LESS AND MAY BE SUBJECT TO ANY RIGHTS-OF-WAY OR OTHER EASEMENTS AS GRANTED OR RESERVED BY INSTRUMENTS OF RECORD OR AS NOW EXISTING ON SAID DESCRIBED PARCEL OF LAND.

DESIGN INTENT:

FARRO FIRST ADDITION IS ENVISIONED AS A RESIDENTIAL SUBDIVISION WHICH INCLUDES PARKS, OPEN SPACE AND TRAILS, PLANNED AS A MIXED-USE AND MIXED-DENSITY NEIGHBORHOOD. IT WILL INCLUDE SEVERAL OF RESIDENTIAL PRODUCT TYPES, TO INCREASE DENSITY STRATEGICALLY, AND TO MEET THE GOALS OF MULTIPLE CITY PLANS. THIS IN TURN ENCOURAGES DEVELOPMENT THAT ATTRACTS A MIX OF AGE AND INCOME DEMOGRAPHICS, WHILE ALSO SUPPORTING NEARBY COMMERCIAL DEVELOPMENT. TRAILS WILL BE USED TO CONNECT OPEN SPACE AND PARK AREAS WHILE PROVIDING AN ALTERNATIVE METHOD OF TRANSPORTATION FOR PEDESTRIANS AND BICYCLISTS. DENSITY WILL BE FOCUSED INTERIOR TO THE SITE TO ALLOW FOR LOWER DENSITY ALONG THE PERIMETER, WITH SOFT URBAN EDGES. IN ACKNOWLEDGEMENT OF THE PLAN FOR THE REGION BETWEEN FORT COLLINS AND LOVELAND, PLEASE SEE SHEET 6 FOR MORE DETAIL.

WHILE SPECIFIC RESIDENTIAL PRODUCT TYPES HAVE BEEN IDENTIFIED AS PART OF THIS PLANNED UNIT DEVELOPMENT (PUD), THE DESIGN INTENT STATED ABOVE PROVIDES THE FOUNDATION FOR THE DEVELOPMENT OF THIS SUBDIVISION, AND SHOULD ALLOW FLEXIBILITY MOVING FORWARD FOR THE INCLUSION OF COMPONENTS THAT MAY CONTRIBUTE TO, OR STRENGTHEN THESE GOALS. SPECIFIC NOTES HAVE BEEN INCLUDED IN THIS PUD, WHICH DEFINE THE PARAMETERS FOR THE DIRECTOR OF PLANNING TO EVALUATE.

COMPLIANCE WITH THE COMPREHENSIVE PLAN:

THE COMPREHENSIVE PLAN DESIGNATES THIS AREA AS MEDIUM DENSITY RESIDENTIAL. THE INTENT OF THIS PUD IS TO ALLOW FOR FLEXIBILITY IN DEVELOPMENT, SUPPORTED BY INCREASING DENSITY ACROSS THE SITE. AREAS OF HIGHER DENSITY ARE ANTICIPATED, AND ENCOURAGED, WHILE THE PERIMETER OF THE SITE DEVELOPS AT A LOWER DENSITY. THE OVERALL DENSITY IS CONSISTENT WITH THE COMPREHENSIVE PLAN DESIGNATION.

THE SITE IS CURRENTLY DEPICTED AS ER-ESTATE RESIDENTIAL. MEDIUM DENSITY RESIDENTIAL (MDR) IS PROPOSED WITH THE COMP PLAN AMENDMENT. THE PRIMARY REASON THAT MDR WAS IDENTIFIED FOR THIS AREA WAS THE PROXIMITY TO THE GROWTH MANAGEMENT BOUNDARY AND TO ALIGN WITH THE PLAN FOR THE REGION BETWEEN FORT COLLINS AND LOVELAND. THIS PLAN WAS CREATED OVER 20 YEARS AGO AND MAKES SPECIFIC MENTION TO CONSIDERING FUTURE USES AND CHARACTER OF THE ENTIRE REGION. WHILE THE INTENT OF THE PLAN STILL NEEDS TO BE ACHIEVED, THIS CAN BE DONE USING MULTIPLE TECHNIQUES SPECIFIC TO SUB-AREA 11, INCLUDING BUT NOT LIMITED TO, PRESERVING VIEW CORRIDORS, BUFFERING ALONG PERIMETERS, AND DEVELOPMENT OF PERIMETER STREETS WITH A RURAL CHARACTER, WHILE FOCUSING HIGHER DENSITY DEVELOPMENT AWAY FROM THE EDGES AND INTERNAL TO THE SITE. IN ADDITION, A COMPREHENSIVE PLAN MAP IDENTIFIES THIS AREA AS A 'SUGGESTED FUTURE LAND USE CHANGE' AND DESIGNATES THIS PROPERTY AS MEDIUM DENSITY RESIDENTIAL. A LOW DENSITY RESIDENTIAL (LDR) BUFFER IS PROPOSED AROUND THE PERIMETER OF THE SITE TO BE CONSISTENT WITH THE GOALS OF THE PLAN FOR THE REGION BETWEEN FORT COLLINS AND LOVELAND WITH MEDIUM DENSITY RESIDENTIAL (MDR) IS PROPOSED INTERNAL TO THE SITE. THE PROPOSED CHANGES WILL SUPPORT A MIX OF PRODUCT TYPES AND DENSITY WHICH IN TURN, ENCOURAGES DEVELOPMENT THAT ATTRACTS A MIX OF AGE AND INCOME DEMOGRAPHICS, WHILE ALSO SUPPORTING NEARBY COMMERCIAL DEVELOPMENT.

THE LAND USE MAP OF THE COMPREHENSIVE PLAN DESIGNATES THIS PROPERTY AS ESTATE RESIDENTIAL (ER). DUE TO THE TYPE OF SURROUNDING DEVELOPMENT IN THIS AREA IN THE RECENT PAST, AN AMENDMENT TO THE COMPREHENSIVE PLAN HAS BEEN PROVIDED AS PART OF THIS APPLICATION TO RECLASSIFY THIS AREA AS MEDIUM DENSITY RESIDENTIAL (MDR). A MIX OF DENSITIES IS ENVISIONED FOR THIS AREA WITH THE LOWEST DENSITIES AROUND THE PERIMETER OF THE SITE AND HIGHER DENSITIES MORE CENTRALLY LOCATED.

○ **COMPREHENSIVE PLAN ELEMENT: CREATE A SAFE AND HEALTHY BUILT ENVIRONMENT/ POLICY 1. CREATE CONVENIENT, SAFE, AND DIVERSE PHYSICAL ACTIVITY OPPORTUNITIES FOR RESIDENTS OF ALL AGES, ABILITIES, AND INCOME LEVELS.** PARK SPACE, TRAIL CONNECTIONS AND OPEN SPACE AREAS WILL PROVIDE VARIOUS RECREATIONAL OPTIONS FOR THE COMMUNITY AS WELL AS STRONG CONNECTIONS WITHIN THE SUBDIVISION AND TO ADJACENT DEVELOPMENTS. THE DEVELOPMENT WILL SUPPORT VEHICULAR, PEDESTRIAN AND BICYCLE MOVEMENT THROUGH THE SITE AND IS INTENDED TO BE PEDESTRIAN ORIENTED WITH DETACHED WALKS AND TREE LAWNS. THE PROPOSED TRAIL SYSTEM WILL PROMOTE MOVING PEDESTRIANS AND BICYCLES OFF ADJACENT ROADS AND INTERNAL TO THE DEVELOPMENT RESULTING IN SAFER AREAS FOR BOTH TRANSPORTATION AND PHYSICAL ACTIVITY. THE PROJECT WILL CONTINUE THE PLANNED REGIONAL TRAIL ALONG THE 65TH STREET FRONTAGE.

○ **COMPREHENSIVE PLAN ELEMENT: CELEBRATE OUR NATURAL ASSETS IN AN URBAN SETTING/ POLICY 1. PROTECT SENSITIVE NATURAL AREAS AND WILDLIFE HABITAT FROM DEVELOPMENT IMPACTS.** THIS SITE INCLUDES THE BEEBE IRRIGATION LATERAL. THIS AREA, ALONG WITH ITS BUFFERS WILL HELP TO PROTECT THE NATURAL FEATURES OF THE SITE, TO ALLOW THE AREA TO CONTINUE SERVE AS A WILDLIFE CORRIDOR AND TO SERVE AS A CONNECTION TO ADJACENT OPEN SPACE AREAS.

○ **COMPREHENSIVE PLAN ELEMENT: CELEBRATE OUR NATURAL ASSETS IN AN URBAN SETTING/ POLICY 4. PROTECT AND MAINTAIN ENVIRONMENTAL RESOURCES AND QUALITY.** THIS DEVELOPMENT WILL IMPLEMENT STORMWATER BEST MANAGEMENT PRACTICES (BMPs), CREATE AN URBAN CANOPY ALONG STREETSCAPES AND PROMOTE LANDSCAPE PRACTICES THAT CONSERVE WATER, REDUCE PESTICIDE AND FERTILIZER APPLICATION, AND RESTORE BIODIVERSITY. THIS DEVELOPMENT PLAN ALSO SEEKS TO UTILIZE NON-POTABLE IRRIGATION WATER THROUGH EXISTING CONVEYANCES (LOUDEM DITCH) WHERE FEASIBLE, REDUCING THE IMPACT ON THE NEED FOR TREATED WATER.

○ **COMPREHENSIVE PLAN ELEMENT: CREATE A CONNECTED AND ACCESSIBLE COMMUNITY/ POLICY 1. PLAN A SAFE, EFFICIENT, COORDINATED, AND CONVENIENT MULTIMODAL TRANSPORTATION SYSTEM.** LAND USES AND TRANSPORTATION INFRASTRUCTURE WILL BE WELL INTEGRATED. ALL ROADS WILL BE DESIGNED TO MEET THE APPROPRIATE LEVEL OF SERVICE FOR THE COMMUNITY. THIS DEVELOPMENT WILL PLAY AN INTEGRAL ROLE IN THE DEVELOPMENT OF 65TH STREET, MAKING PROGRESS TOWARDS THE LONG-TERM GOAL OF AN ULTIMATE EXTENSION TO CR 11C.

○ **COMPREHENSIVE PLAN ELEMENT: CREATE A CONNECTED AND ACCESSIBLE COMMUNITY/ POLICY 2. PROVIDE INFRASTRUCTURE TO MAKE WALKING AND BICYCLING CONVENIENT AND VIABLE FOR ALL TYPES OF TRIPS AND FOR ALL AGES, ABILITIES, AND INCOME LEVELS.** BICYCLE AND PEDESTRIAN MOVEMENTS WILL BE PLANNED INTO THE DESIGN OF THIS COMMUNITY WITH A FOCUS ON PEDESTRIAN-ORIENTED DEVELOPMENT. STRONG CONNECTIONS BOTH WITHIN THE COMMUNITY AND TO ADJACENT DEVELOPMENTS AND PROVIDING OPTIONS FOR BOTH HARD AND SOFT SURFACE TRAILS.

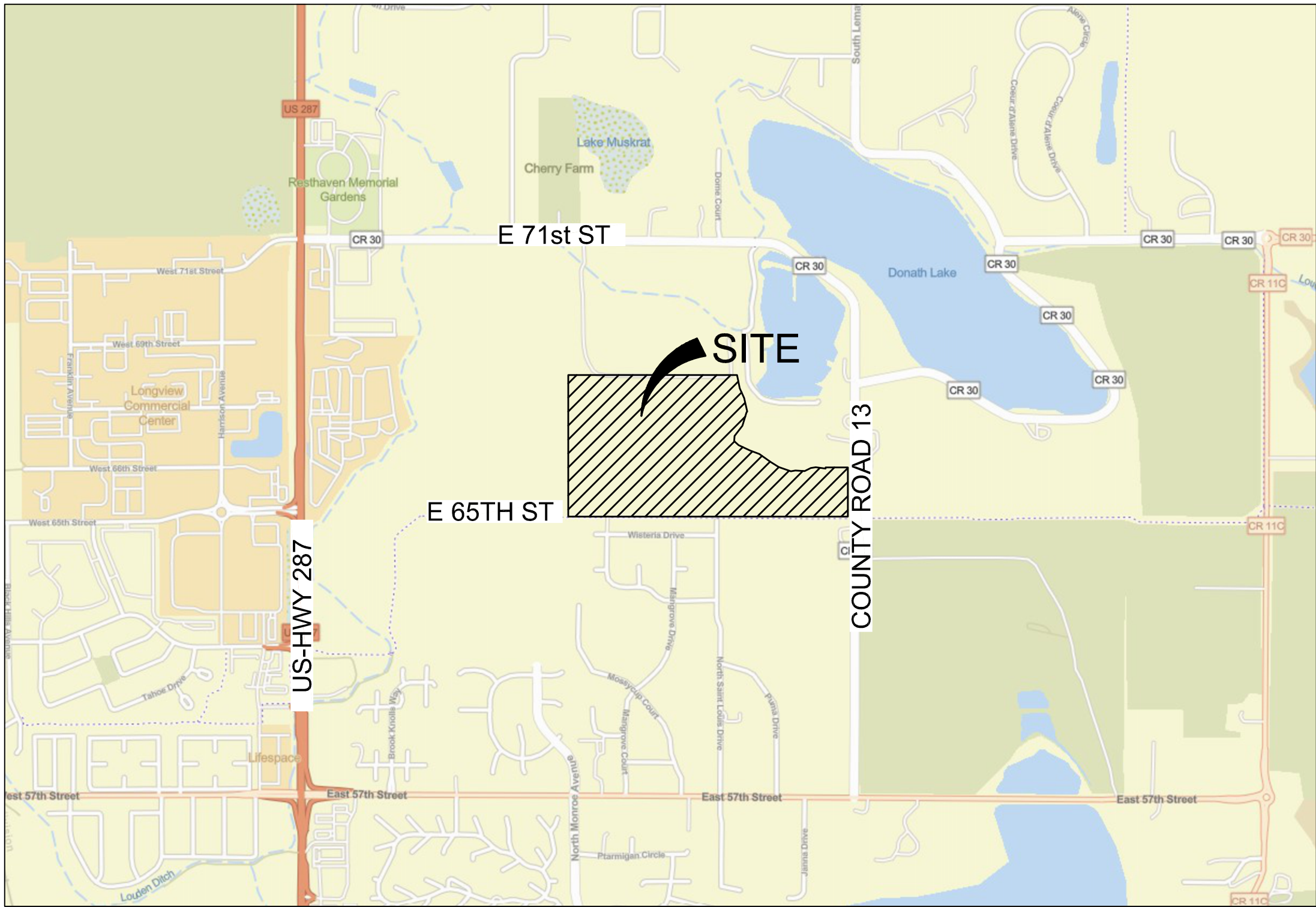
○ **COMPREHENSIVE PLAN ELEMENT: CREATE A CONNECTED AND ACCESSIBLE COMMUNITY/ POLICY 4. ESTABLISH AND MAINTAIN CONVENIENT CONNECTIONS BETWEEN NEIGHBORHOODS AND TO LOCAL DESTINATIONS.** STREET, SIDEWALK, AND TRAIL LOCATIONS ARE PLANNED TO ALLOW FOR CONNECTIONS TO EXISTING, ADJACENT DEVELOPMENT. THE DEVELOPMENT INTENDS TO HIGHLIGHT THE REGIONAL NORTH TRAIL, CREATING AN OPPORTUNITY FOR MORE LOVELAND RESIDENTS TO UTILIZE THE AMENITY.

FARRO FIRST ADDITION

Planned Unit Development Zoning Document

A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

VICINITY MAP:



OWNER/APPLICANT:

APPLICANT: POST MODERN DEVELOPMENT
144 NORTH MASON STREET #4
FORT COLLINS CO 80524

PLANNER/
LANDSCAPE ARCHITECT:

TB GROUP
444 MOUNTAIN AVENUE
BERTHOUD, COLORADO 80513
(970) 532-5891

CONTACT: CATHY MATHIS
CATHY@TBGROUP.US

CIVIL ENGINEER:

AVANT CIVIL GROUP
DANNY WEBER
1377 RIVERSIDE AVENUE, SUITE 2
FORT COLLINS, CO 80524
(970) 305-3534

CONTACT: DANNY WEBER
DWEBER@AVANTCIVILGROUP.COM

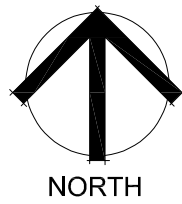
SURVEYOR:

NORTHERN ENGINEERING SERVICES
301 NORTH HOWES STREET, SUITE 100
FORT COLLINS, CO 80521
(970) 568-5411

CONTACT: BOB TESSELY
BOB@NORTHERNENGINEERING.COM

CONDITIONS OF APPROVAL:

(TO BE PROVIDED BY CITY OF LOVELAND)



APPROVAL SIGNATURES:

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

CURRENT PLANNING MANAGER _____

OWNER'S CERTIFICATE:

KNOW ALL PERSONS BY THESE PRESENTS THAT:

_____ BEING A LAWFUL RECORD OWNER, AND IN ITS CAPACITY AS MANAGER, OPERATOR OR AGENT, AS APPLICABLE, OF ALL OTHER LAWFUL RECORD OWNERS, OF THE PROPERTY SHOWN ON THIS PLANNED UNIT DEVELOPMENT, EXCEPT ANY EXISTING PUBLIC STREETS, ROADS, OR HIGHWAYS, DOES HEREBY ACCEPT THE CONDITIONS AND RESTRICTIONS SET FORTH ON SAID PLAN AND IN THE CONDITIONS OF APPROVAL BY THE CITY OF LOVELAND DATED _____ AND CONSENT TO THE RECORDATION OF ANY INFORMATION PERTAINING THERETO.

BY: _____

ITS MANAGER

BY: _____

NAME: _____

TITLE: _____

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____ 20____, BY _____ AS _____ OF _____, ON BEHALF OF ITSELF IN ITS CAPACITY AS OWNER AND ON BEHALF OF ALL OTHER OWNERS IN ITS CAPACITY AS MANAGER, OPERATOR OR AGENT, AS APPLICABLE.

FIRE MITIGATION BEST PRACTICES:

- PURPOSE STATEMENT: TO PROVIDE BEST PRACTICES FOR FIRE MITIGATION THAT SHOULD BE TAKEN INTO CONSIDERATION DURING THE DESIGN PHASE OF ENTITLEMENT AND/OR ON-GOING MAINTENANCE OF THE PROPERTY.
 - INCLUDE METAL FURNISHINGS IN OPEN SPACE AREAS
 - INCLUDE REGULAR MAINTENANCE BY HOA OF DRAINAGE CORRIDORS TO REMOVE DEAD PLANT MATERIAL
 - INCLUDE REGULAR MAINTENANCE BY HOA OF OPEN SPACE AREAS INCLUDING MOWING 2X YEAR AND REMOVAL OF DEAD PLANT MATERIAL
 - USE ROCK MULCH IN PLACE OF WOOD MULCH WHERE APPROPRIATE.

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Sheet 2: LAND USE PLAN
Sheet 3: PUD BULK DEVELOPMENT STANDARDS
Sheet 4: LAND USE MATRIX
Sheet 5: PUBLIC & PRIVATE IMPROVEMENTS
Sheet 6: DESIGN STANDARDS AND PROPOSED DEVIATIONS
Sheet 7: DESIGN STANDARDS AND PROPOSED DEVIATIONS
Sheet 8: DESIGN STANDARDS AND PROPOSED DEVIATIONS



444 Mountain Ave. | TEL 970.532.5891
Berthoud, CO 80513 | WEB TBGroup.us

SEAL

PROJECT TITLE

FARRO PROPERTY

PLANNED UNIT DEVELOPMENT

Loveland, Colorado

PREPARED FOR

OWNER:

Post Modern Development

351 LINDEN ST, SUITE 160
FORT COLLINS, CO 80524

FARRO FIRST ADDITION

Planned Unit Development Zoning Document

A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

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DEVELOPMENT

Loveland, Colorado

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351 LINDEN ST, SUITE 160
FORT COLLINS, CO 80524

REVISIONS DATE
Staff Comments 02/XX/25

DATE

JULY 28, 2023

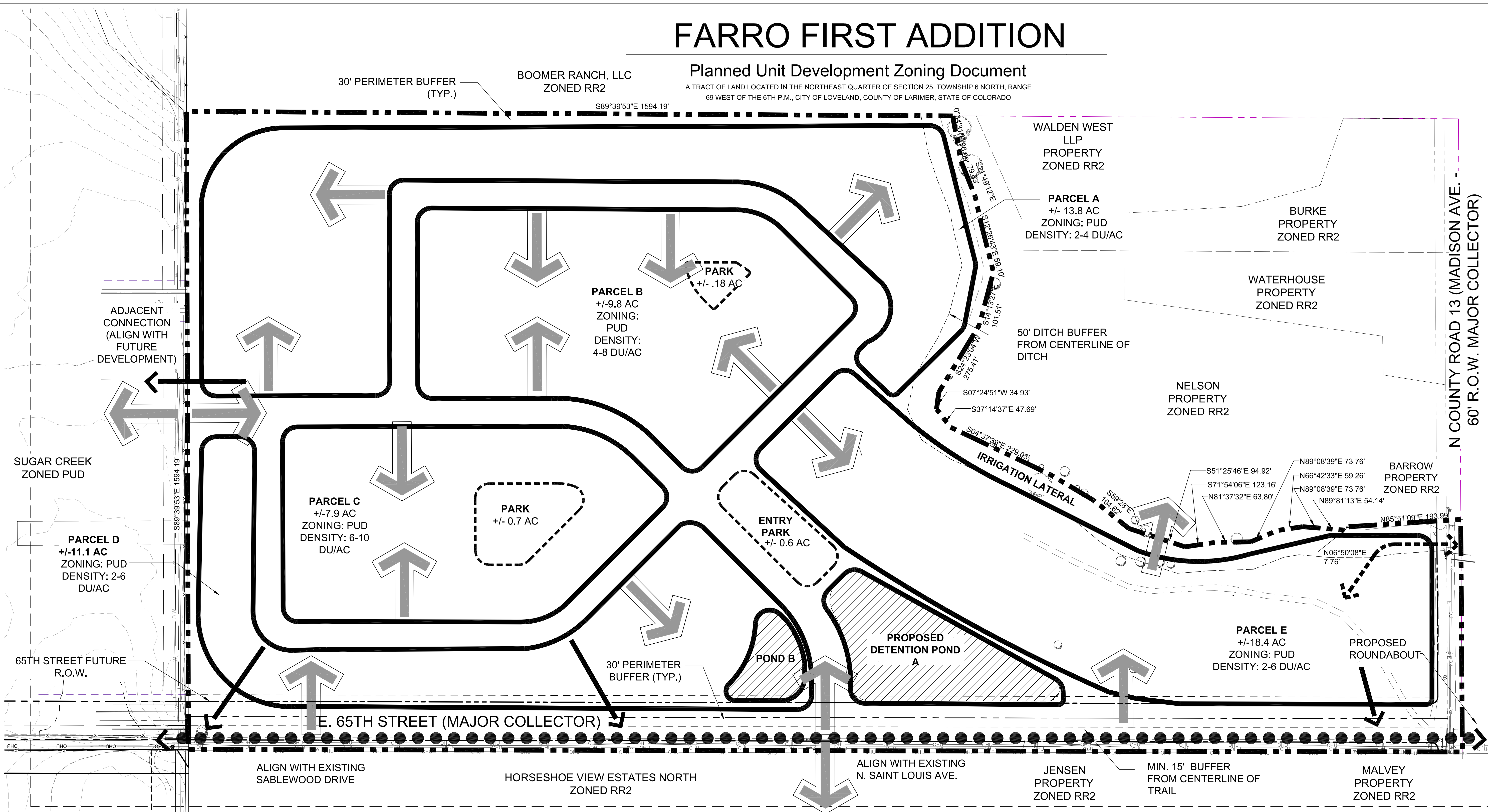
SHEET TITLE

LAND USE PLAN

SHEET INFORMATION

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PARCEL TABLE AND NOTES:

DESCRIPTION	PERMITTED USES	GROSS ACREAGE	DENSITY	UNITS
PARCEL A	SINGLE FAMILY DETACHED; URBAN ALLEY, URBAN STREET, GENERAL, SUBURBAN, DUPLEX AND TOWNHOUSE; DUPLEX, STANDARD TOWNHOUSE	13.8 AC	2-4 DU/AC	28-55
PARCEL B	SINGLE FAMILY DETACHED; URBAN ALLEY, URBAN STREET, GENERAL, SUBURBAN, DUPLEX AND TOWNHOUSE; DUPLEX, STANDARD TOWNHOUSE	9.8 AC	4-8 DU/AC	40-78
PARCEL C	SINGLE FAMILY DETACHED; URBAN ALLEY, URBAN STREET, GENERAL, SUBURBAN, DUPLEX AND TOWNHOUSE; DUPLEX, STANDARD TOWNHOUSE	7.9 AC	6-10 DU/AC	48-79
PARCEL D	SINGLE FAMILY DETACHED; URBAN ALLEY, URBAN STREET, GENERAL, SUBURBAN, DUPLEX AND TOWNHOUSE; DUPLEX, STANDARD TOWNHOUSE	11.1 AC	2-6 DU/AC	23-66
PARCEL E	SINGLE FAMILY DETACHED; URBAN ALLEY, URBAN STREET, GENERAL, SUBURBAN, DUPLEX AND TOWNHOUSE; DUPLEX, STANDARD TOWNHOUSE	18.4 AC	2-6 DU/AC	37-110

PARCEL NOTES:

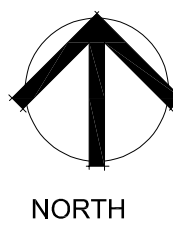
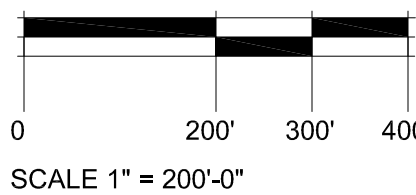
- WHILE MULTIPLE USES ARE PERMITTED PER PARCEL, NO LESS THAN FOUR (4) PRODUCT TYPES WILL BE REQUIRED FOR THE OVERALL SITE, DETERMINED AT FINAL PLAT.
- DENSITY MAY SHIFT BETWEEN DEVELOPMENT PARCELS (UP TO 30%). REFER TO GENERAL NOTES # 2 FOR PROPOSED SHIFTS GREATER THAN 20%. MAX DENSITY FOR THE PROPERTY IS 4-8 DU/ACRE. DEVELOPMENT WILL CONTAIN A MINIMUM OF 245 DWELLING UNITS AND A MAXIMUM OF 388 DWELLING UNITS, BASED ON 61.46 GROSS ACRES.
- A MINIMUM OF 20% OF THE OVERALL UNIT COUNT MUST BE A RESIDENTIAL PRODUCT OTHER THAN SINGLE FAMILY DETACHED.
- SINGLE FAMILY DETACHED HOMES MUST BE LOCATED DIRECTLY ADJACENT TO HORSESHOE VIEW ESTATES.
- RESIDENTIAL PRODUCT TYPES ARE DEFINED AS THE FOLLOWING: GENERAL MULTI-FAMILY, TOWNHOUSE, DUPLEX, SINGLE FAMILY DETACHED URBAN, SINGLE FAMILY DETACHED LARGE URBAN, SINGLE FAMILY DETACHED GENERAL, SINGLE FAMILY DETACHED SUBURBAN, SINGLE FAMILY DETACHED LARGE SUBURBAN.

NOTES:

- SURVEY & BOUNDARY INFORMATION PROVIDED BY NORTHERN ENGINEERING SERVICES, INC.
- THERE ARE NO SIGNIFICANT STANDS OF MATURE TREES ON THIS SITE. MOST OF THE LAND IS AGRICULTURAL.
- PUBLIC STREET SECTIONS WILL COMPLY WITH THE CURRENT EDITION OF THE UNIFIED DEVELOPMENT CODE AND LCUASS
- REFERENCE LAND USE MATRIX FOR PERMITTED USES PER PARCEL.

LEGEND:

- POTENTIAL INGRESS/EGRESS
- PROPERTY BOUNDARY
- TRAIL CONNECTION
- EXISTING REGIONAL TRAIL
- EMERGENCY ACCESS ONLY
- 50' DITCH OFFSET FROM CENTERLINE
- CONCEPTUAL DETENTION POND LOCATION
- CONCEPTUAL PARK LOCATION



FARRO FIRST ADDITION

Planned Unit Development Zoning Document

A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE
69 WEST OF THE 6TH P.M., CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

PUD BULK STANDARDS								
LOT TYPE	LOT AREA	LOT WIDTH	FRONT SETBACK	INTERIOR SIDE SETBACK	STREET SIDE SETBACK	REAR SETBACK	MAX HEIGHT	MAX LOT COVERAGE
SINGLE FAMILY DETACHED: URBAN	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	---
SINGLE FAMILY DETACHED: LARGE URBAN	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	---
SINGLE FAMILY DETACHED: GENERAL	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	---
SINGLE FAMILY DETACHED: SUBURBAN	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	---
SINGLE FAMILY DETACHED: LARGE SUBURBAN	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	PER UDC
SIDE- BY- SIDE DUPLEX	PER UDC	25 FEET	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	PER UDC
STANDARD TOWNHOUSE	PER UDC	18 FEET	PER UDC	PER UDC	PER UDC (note 3)	PER UDC (note 5)	PER UDC	N/A

NOTES:

1. BULK STANDARDS SHALL BE PER THE UNIFIED DEVELOPMENT CODE (UDC) UNLESS OTHERWISE SPECIFIED IN THE ABOVE CHART.
2. PARKING SHALL BE PROVIDED IN ACCORDANCE WITH THE STANDARDS ESTABLISHED IN THE UNIFIED DEVELOPMENT CODE.
3. FIVE FOOT (5') SIDE YARD SETBACKS SHALL APPLY TO ALL RESIDENTIAL STREET SIDE LOT LINES ADJACENT TO COMMON AREAS AND/OR BUFFERYARDS
4. ACCESS TO REAR LOADED RESIDENTIAL VIA RIGHT-OF-WAY, ALLEY OR PRIVATE DRIVE SHALL BE PERMITTED IN ACCORDANCE WITH LCUASS STANDARDS AND CITY PRIVATE DRIVE GUIDELINES.
5. 10' REAR LOT SETBACK SHALL APPLY TO ANY RESIDENTIAL LOT THAT BACKS TO A GREENBELT AND/OR OPEN SPACE NOT INCLUDING BUFFERYARDS ALONG WEST 65TH STREET.

SITE STANDARDS:

UNLESS EXPRESSLY NOTED OR APPROVED OTHERWISE, LANDSCAPING SHALL COMPLY WITH THE STANDARDS ESTABLISHED IN CHAPTER 18.08 OF THE UNIFIED DEVELOPMENT CODE.

BUILDING AND SITE DESIGN STANDARDS

THE BUILDING DESIGN STANDARDS CONTAINED WITHIN DIVISION 18.04.05 OF THE UNIFIED DEVELOPMENT CODE AS ADOPTED AND AMENDED ARE APPLICABLE TO THE TAFT RIDGE ADDITION. UNLESS NOTED OR EXPRESSLY APPROVED OTHERWISE, THE SITE DESIGN, BUFFERING, PARKING AND OTHER ELEMENTS SHALL COMPLY WITH THE STANDARDS ESTABLISHED IN THE UNIFIED DEVELOPMENT CODE.

SEAL

PROJECT TITLE

FARRO
PROPERTY

PLANNED UNIT
DEVELOPMENT

Loveland, Colorado

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351 LINDEN ST. SUITE 160
FORT COLLINS, CO 80524

REVISIONS

Staff Comments 02/XX/25

DATE

JULY 28, 2023

SHEET TITLE

PUD BULK
DEVELOPMENT
STANDARDS

SHEET INFORMATION

Sheet Number: 3

Of: 8

FARRO FIRST ADDITION

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A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE
69 WEST OF THE 6TH P.M., CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

SEAL

PROJECT TITLE

FARRO
PROPERTY

PLANNED UNIT
DEVELOPMENT

Loveland, Colorado

PREPARED FOR

OWNER:

Post Modern
Development

351 LINDEN ST. SUITE 160
FORT COLLINS, CO 80524

REVISIONS

DATE

Staff Comments02/XX/25

DATE

JULY 28, 2023

SHEET TITLE

LAND USE MATRIX

SHEET INFORMATION

Sheet Number: 4

Of: 8

LAND USE MATRIX	
FUTURE LAND USE MAP CATEGORY	ZONING - PUD (PLANNED UNIT DEVELOPMENT)
USE	
SINGLE-FAMILY DETACHED	
URBAN	USE-BY-RIGHT
LARGE URBAN	USE-BY-RIGHT
GENERAL	USE-BY-RIGHT
SUBURBAN	USE-BY-RIGHT
LARGE SUBURBAN	USE-BY-RIGHT
DUPLEX AND TOWNHOUSE	
SIDE- BY- SIDE DUPLEX	USE-BY-RIGHT
STANDARD TOWNHOUSE	USE-BY-RIGHT

USE STANDARDS	
SINGLE-FAMILY DETACHED	REFER TO SHEET 2 LAND USE PLAN AND PARCEL TABLE AND NOTES FOR LOCATION OF EACH PERMITTED USE
DUPLEX AND TOWNHOUSE	USE STANDARDS SHALL COMPLY WITH THE PUD BULK STANDARDS OR UDC, AS SPECIFIED ON SHEET 3

FARRO FIRST ADDITION

Planned Unit Development Zoning Document

A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

IMPROVEMENTS

PUBLIC & PRIVATE PARKS

PUBLIC AND PRIVATE PARKS SHALL COMPLY WITH THE REQUIREMENTS OF THE UNIFIED DEVELOPMENT CODE.

OPEN SPACE

OPEN SPACE SHALL COMPLY WITH THE REQUIREMENTS OF THE UNIFIED DEVELOPMENT CODE.

TRAILS AND SIDEWALKS

A REGIONAL TRAIL EXISTS ALONG THE SOUTH SIDE OF THE PROPOSED 65TH STREET FRONTAGE.

TRAIL CONNECTIONS WILL BE PROVIDED IN SEVERAL LOCATIONS ALONG 65TH STREET AND AT STREET INTERSECTIONS. THE CONNECTIONS ARE INTENDED TO DRAW PEDESTRIANS AND BICYCLE TRAFFIC FROM EAST 65TH STREET.

ADDITIONAL CONNECTIONS VIA DETACHED RIGHT-OF-WAY SIDEWALKS AND SECONDARY TRAILS ARE ENVISIONED THROUGHOUT THE PLAN WITH FINAL LOCATIONS TO BE SPECIFIED AT SKETCH PLAT WITH STREET AND LOT LAYOUT. THESE CONNECTIONS CAN BE A MIX OF CONCRETE AND SOFT SURFACE TRAILS WITH VARYING CHARACTER DEPENDING ON LOCATION WITHIN THE SUBDIVISION. THESE WILL SERVE AS LINKS FROM THE PRIMARY AND REGIONAL TRAILS TO OPEN SPACE AND PARK AREAS.

SANITARY SEWER

THE PROPERTY IS LOCATED WITHIN THE CITY OF LOVELAND WASTEWATER SERVICE AREA. SEWAGE FROM THE SITE WILL BE COLLECTED ONSITE VIA PIPE NETWORKS AND ROUTED TO THE EAST IN TWO SEPARATE BASINS, TO CONNECT TO THE EXISTING CITY OF LOVELAND SYSTEM. THE WASTEWATER COLLECTION MAIN WILL EXTEND TO THE PROPERTIES WEST BOUNDARY TO FACILITATE OFFSITE BASINS. SANITARY SEWER SIZES WILL BE BASED ON THE DEMAND CALCULATIONS THAT WILL BE SHOWN IN THE FINAL WATER AND WASTEWATER IMPACT DEMAND ANALYSIS PROVIDED WITH THE FINAL PLAT.

WATER SUPPLY

THE PROPERTY IS LOCATED WITHIN THE CITY OF LOVELAND SERVICE AREA. THE PROPOSED ONSITE WATER SYSTEM WILL CONNECT TO THE EXISTING CITY OF LOVELAND WATER SYSTEM IN TAFT AVE AT 57TH STREET. THE DEVELOPMENT WILL EXTEND THE WATER MAIN ALONG W 57TH STREET FROM COOLIDGE AVE TO WILSON AVE AND EXTEND THE WATER MAIN ALONG WILSON AVE FROM 57TH TO THE NORTHERNLY LIMITS OF THE PROPERTY. THE ONSITE WATER SYSTEM WILL BE DESIGNED TO LOOP AND WILL CONTAIN VALVES, AIR RELEASES, AND BLOWOFFS AS NEEDED. WATER MAIN SIZES WILL BE BASED ON THE DEMAND CALCULATIONS THAT WILL BE SHOWN IN THE FINAL WATER AND WASTEWATER IMPACT DEMAND ANALYSIS PROVIDED WITH THE FINAL PLAT.

FIRE PROTECTION

- FIRE PROTECTION IS PROVIDED BY LOVELAND FIRE RESCUE AUTHORITY. ALL FIRE CODE REQUIREMENTS WILL BE COMPLIED WITH FOR THE PROPOSED PROJECT.
- FIRE HYDRANTS WILL BE INSTALLED TO MEET CITY OF LOVELAND FIRE RESCUE AUTHORITY REQUIREMENTS.
- STREET SYSTEM WILL MEET LOVELAND FIRE RESCUE AUTHORITY ACCESS REQUIREMENTS INCLUDING SECONDARY EMERGENCY ACCESS.

ROADWAYS

- THE PROPERTY WILL BE DEVELOPED IN ACCORDANCE WITH THE LARIMER COUNTY URBAN AREA STREET STANDARDS AND WITH THE CITY OF LOVELAND ADEQUATE COMMUNITY FACILITY ORDINANCE.
- A TRAFFIC IMPACT STUDY WILL BE PROVIDED.
- THE DEVELOPMENT WILL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ADJACENT ROADWAYS TO THE ULTIMATE STANDARD STREET SECTION.
- ALL STREETS WITHIN AND ADJACENT TO THE DEVELOPMENT SHALL COMPLY WITH THE LATEST ADOPTED TRANSPORTATION PLAN, LUCASS STANDARDS, UDC AND RECOMMENDATIONS PROVIDED IN THE TRAFFIC IMPACT STUDY.
- RESIDENTIAL PRIVATE DRIVES MAY BE USED TO PROVIDE ACCESS TO REAR LOADED RESIDENTIAL PRODUCT.

DRAINAGE

- THE EXISTING SITE GENERALLY DRAINS FROM THE NORTHWEST TO THE SOUTHEAST. EXISTING RUNOFF OVERTOPS N TAFT AVE TO THE EAST AT A LOCATION ABOUT 1,000 FEET NORTH OF W 57TH STREET. EXISTING ONSITE GRADES DO NOT EXCEED 10%.
- A SITE SPECIFIC PRELIMINARY AND FINAL DRAINAGE AND EROSION CONTROL REPORT WILL BE PREPARED WITH CITY STORM DRAINAGE CRITERIA AND CONSTRUCTION STANDARDS. THIS REPORT WILL DETAIL ALL EXISTING AND PROPOSED DRAINAGE PATTERNS, PROPOSED INLET AND PIPE SIZING, WATER QUALITY AND DETENTION POND DESIGN, AND ALL EROSION CONTROL BMP'S.

SHALLOW UTILITIES

- ELECTRIC, CABLE, NATURAL GAS AND TELEPHONE UTILITIES EXIST ALONG SOME OF THE PERIMETER ROADS AROUND THE SITE. THESE WILL BE CONSIDERED WHILE PREPARING THE FINAL ENGINEERING GRADING AND UTILITY DESIGNS.

FLOODPLAIN

- THE PROPERTY IS NOT IN A FLOODPLAIN ACCORDING TO THE FIRM (FLOOD INSURANCE RATE MAP).



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FARRO FIRST ADDITION

Planned Unit Development Zoning Document

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PLAN FOR THE REGION BETWEEN FORT COLLINS AND LOVELAND - DESIGN STANDARDS

THE INTENT OF THE PLAN FOR THE REGION BETWEEN FORT COLLINS AND LOVELAND IS TO SERVE AS A GUIDING DOCUMENT TO SHAPE THE CHARACTER OF THE SPACE BETWEEN THE CITY OF FORT COLLINS AND THE CITY OF LOVELAND. THE FARRO FIRST ADDITION PUD FALLS WITHIN THIS REGION. THE FOLLOWING DESIGN GUIDELINES HAVE BEEN DEVELOPED TO ENSURE A SOFT URBAN EDGE IS ACHIEVED:

DESIGN INTENT

THE PLAN FOR THE REGION BETWEEN FORT COLLINS AND LOVELAND WILL BE INCORPORATED INTO THE OVERALL FARRO FIRST ADDITION SUBDIVISION IN MULTIPLE WAYS, INCLUDING BUT NOT LIMITED TO BUFFERS, OPEN SPACE AND TRAILS. THE DESIGN INTENT IS TO MAINTAIN A MORE RURAL FEELING ALONG THE PERIMETER OF THIS SUBDIVISION. LANDSCAPE WILL BE USED TO TRANSITION BETWEEN THIS DEVELOPMENT AND UNDEVELOPED AREAS OR TO BUFFER BETWEEN THIS DEVELOPMENT AND EXISTING DEVELOPMENT. DENSITY WILL BE BLENDED ACROSS THE SITE ALLOWING FOR AREAS OF HIGHER DENSITY DEVELOPMENT, IN SUPPORT OF A VARIETY OF PRODUCT TYPES AND USES, TO LOWER DENSITY DEVELOPMENT ALONG THE EDGES. THIS WILL PRESERVE VIEW SHEDS ALONG TRAVEL CORRIDORS AND ALLOW FOR THE DEVELOPMENT OF STRONG OPEN SPACE INTERCONNECTIONS.

FENCING

OPEN RAIL FENCING WILL BE USED THROUGHOUT THE DEVELOPMENT TO CREATE AN OPEN, RURAL AESTHETIC. IT WILL ALSO CONTRIBUTE TO MAINTAINING VIEW CORRIDORS THROUGHOUT THE SITE.

BUFFER AREAS ALONG E. 65TH STREET

EAST 65TH STREET (COLLECTOR) RUNS EAST/WEST ALONG THE SOUTHERN PROPERTY BOUNDARY (MEASURED FROM THE BACK OF CURB TO THE BACK OF ANY LOT LINE). THERE IS A PROPOSED BUFFER AREA THAT AVERAGES 30'. THE LOUDEN DITCH IS ALSO LOCATED WITHIN THE PROPOSED BUFFER AREA, WHICH CONTRIBUTES TO THE RURAL CHARACTER OF THIS AREA AND OPENS THE VIEW CORRIDORS.

BUFFER AREAS ALONG OTHER PROPERTY BOUNDARIES

A BUFFER RANGING FROM 30'-50' ALONG THE OTHER BOUNDARIES IS PROPOSED (MEASURED FROM THE PROPERTY BOUNDARY TO THE BACK OF LOT LINE). THESE BUFFERS ARE INTENDED TO SERVE AS A COMMUNITY BUFFER AND TRANSITIONS BETWEEN DEVELOPMENTS WHICH COULD INCLUDE A MEANDERING TRAIL, FORMALLY OR INFORMALLY GROUPED TREES, TRADITIONAL PLANT PALETTE WITH FOCUSED AREAS OF HIGHER INTENSITY PLANTING WITH OPEN RAIL FENCING.

TRAILS

THE RIGHT OF WAY SIDEWALK ALONG THE SOUTH SIDE OF WEST 65TH STREET IS INTENDED TO BE REPLACED BY THE EXISTING REGIONAL TRAIL. RIGHT OF WAY TREES ALONG THIS ROAD SHOULD BE PLANTED IN INFORMAL CLUSTERS TO PROMOTE A RURAL EFFECT AND SOFTEN THE EDGES OF THE COMMUNITY. IN ADDITION, A PEDESTRIAN CONNECTION IS DEPICTED CONNECTING THE EAST AND WEST SIDES OF THE SITE. THIS CONNECTION CAN BE ACHIEVED IN A VARIETY OF WAYS INCLUDING DETACHED RIGHT-OF-WAY SIDEWALKS, TRAIL LOCATED OUTSIDE OF THE RIGHT-OF-WAY, CONCRETE AND/OR SOFT SURFACE PORTIONS OF THE TRAIL. THE INTENT IS TO GENERALLY SHOW THAT A CONNECTION SHOULD BE MADE FROM EAST TO WEST BUT THE EXACT LOCATION CAN VARY. ADDITIONAL TRAILS WILL BE DEVELOPED AT THE TIME OF SKETCH PLAT, THROUGHOUT THE COMMUNITY CREATING CONNECTIONS TO PROPOSED PARKS AND OPEN SPACE AREAS, AS WELL AS TO THE EDGES OF THE COMMUNITY, TO PROMOTE LINKS TO ADJACENT DEVELOPMENTS. WHERE THE TRAIL NETWORK CROSSES STREETS, EMPHASIS ON THE PEDESTRIAN MOVEMENT WILL BE INCORPORATED INTO THE DESIGN. THIS CAN BE ACCOMPLISHED THROUGH NECK-DOWNS/BULB OUTS, CHANGES IN MATERIAL AND SIMILAR FEATURES.

OPEN SPACE

THE LOUDEN DITCH IS A NATURAL DRAINAGE CORRIDOR LOCATED ON THE NORTH EASTERN EDGE OF THIS PROPERTY. THE INTENT IS TO PRESERVE THIS OPEN SPACE AREA WITH 50' BUFFER AREA FROM THE TOP OF BANK. THIS CORRIDOR WILL BE ENHANCED WITH GENERAL LANDSCAPE CLEAN-UP (CLEARING AWAY DEAD DEBRIS) AND THE ADDITION OF NATIVE SPECIES (TREES AND/OR SHRUBS)

PARKS AND POCKET PARKS ARE LOCATED IN SEVERAL AREAS ON THIS SITE. THE OPEN SPACE SYSTEM WILL SERVE AS A CONNECTION, BOTH VISUALLY AND VIA A TRAIL SYSTEM, BETWEEN THE OPEN SPACE AREAS AND PARKS.

- WHERE APPROVED DISTURBANCE OCCURS WITHIN DISTURBANCE BUFFERS, ECOLOGICAL RESTORATION SHOULD INCLUDE PLANTING OF NATIVE SPECIES, PARTICULARLY NATIVE WOODY SPECIES SUCH TO ENHANCE HABITATS WITH THE BUFFERS.
- THE INTENSITY OF NIGHT LIGHTING FROM PORTIONS OF THE PROPOSED DEVELOPMENT FACING THE STORMWATER DRAINAGE BUFFER ZONE AND OPEN/UNDEVELOPED CORRIDOR TO THE NORTHEAST OF THE PROPERTY SHOULD BE SHIELDED OR DIRECTED TO MINIMIZE THE INTRUSION OF ARTIFICIAL NIGHTTIME LIGHT INTO THESE AREAS.
- ANY CROSSING OF THE STORMWATER DRAINAGE OR LOUDEN DITCH SHOULD INCORPORATE AN APPROPRIATELY SIZED AND DESIGNED CULVERT TO PERMIT SMALL MAMMAL, REPTILE, AND AMPHIBIAN MOVEMENT UNDER THE CROSSING.
- WEED CONTROL SHOULD BE IMPLEMENTED THROUGHOUT THE BUFFER AREAS.



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DESIGN STANDARDS &
PROPOSED DEVIATIONS

SHEET INFORMATION

Sheet Number: **6**

of: **8**

FARRO FIRST ADDITION

Planned Unit Development Zoning Document

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DESIGN STANDARDS & PROPOSED DEVIATIONS

REAR YARD SETBACK

UDC: SEVERAL REAR YARD SETBACKS ARE SPECIFIED PER RESIDENTIAL PRODUCT TYPE
PROPOSED: REAR YARD SETBACK ADJACENT TO OPEN SPACE AND BUFFERYARDS - MINIMUM WIDTH OF 10 FEET
JUSTIFICATION: WHERE LOTS BACK TO GREENBELTS AND/OR OPEN SPACE, SIGNIFICANTLY MORE UNBUILT AREA IS ACHIEVED WHICH CONTRIBUTES TO OPEN VIEWSHEDS AND AN AESTHETIC OF OPENNESS. IN ADDITION, THE COMMON AREAS PROVIDE THE REQUIRED SPACE FOR UTILITIES WITHOUT CREATING A LARGE EASEMENT ENCUMBRANCE WITHIN THE LOT LINE. RATHER THAN REQUEST A FULL VARIANCE TO THIS REQUIREMENT, WE ARE ONLY REQUESTING THE REDUCTION IN AREAS THAT MEET THE CRITERIA OF ADJACENCY TO GREENBELTS AND/OR OPEN SPACE.

STREET SIDE SETBACK

UDC: 15'
PROPOSED: STREET SIDE SETBACK ADJACENT TO OPEN SPACE AND BUFFERYARDS - 5 FOOT SETBACK.
JUSTIFICATION: THE INTENT OF THE STREET SIDE SETBACK IS TO CREATE OPEN AREAS AT CORNERS AS WELL AS ALLOW SUFFICIENT SPACE FOR UTILITIES. FOR THOSE LOTS ADJACENT TO COMMON AREA, OPEN AREAS ARE ALREADY ACHIEVED VIA BUFFERS. IN ADDITION, THESE COMMON AREAS PROVIDE THE REQUIRED SPACE FOR UTILITIES WITHOUT CREATING A LARGE EASEMENT ENCUMBRANCE WITHIN THE LOT LINE.

SINGLE FAMILY DETACHED ACCESS

UDC: URBAN & LARGE URBAN ARE PERMITTED VIA ALLEY PER UDC CHART 18.04.02.03.A OR STREET. ALL OTHER SINGLE FAMILY DETACHED IS PERMITTED BY STREET ACCESS ONLY.
PROPOSED: GENERAL AND SUBURBAN SINGLE FAMILY DETACHED LOTS ARE PERMITTED ACCESS VIA ALLEY IF REAR LOADED AND FRONTING R.O.W. OR PRIVATE DRIVE IF REAR LOADED AND FRONTING GREEN SPACE.
JUSTIFICATION: THE LOT SIZE DOES NOT IMPACT THE VIABILITY OF AN ALLEY OR STREET LOADED PRODUCT. IT ALSO PROVIDES AN OPPORTUNITY TO CREATE AN ENAHANCED STREETScape THAT IS PEDESTRIAN FRIENDLY AND LACKS CURB CUTS FOR DRIVEWAYS. IT IS A NEW URBANIST DESIGN PRINCIPLE THAT IS PROMOTED AS PART OF THE COMPLETE NEIGHBORHOOD DESIGN INTENT.

FRONT YARD SETBACK

UDC: 15'/20'
PROPOSED: PER UDC EXCEPT IN CASES WHERE SINGLE FAMILY DETACHED IS REAR LOADED AND FRONTS ON A GREEN SPACE/PARK AREA, IN WHICH CASE 10'/NA
JUSTIFICATION: THE REQUESTED SETBACK IS CONSISTENT WITH THE OTHER SINGLE FAMILY DETACHED ALLEY LOADED PRODUCT TYPES. THIS REQUEST IS RELATED TO A SUBSET OF THE RESIDENTIAL USES AND WILL ONLY BE APPLIED IN LIMITED CIRCUMSTANCES. THERE WILL BE MORE THAN THE MINIMUM SPACE AVAILABLE FOR UTILITIES, PER THE UDC IN THIS CIRCUMSTANCE SINCE BECAUSE THIS DEVIATION ONLY APPLIES TO UNITS THAT FRONT ON OPEN/PARK SPACE.



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GARAGE DOOR FRONTAGE

UDC: GARAGE DOORS ON HOMES ON LOTS OF LESS THAN 50' IN WIDTH SHALL BE HANDLED ON A CASE BY CASE WITH DESIGN REVIEW.
PROPOSED: GARAGE DOORS ON HOMES ON LOTS OF LESS THAN 50' IN WIDTH SHALL NOT COMPRISE MORE THAN 60 PERCENT OF THE STREET-FACING BUILDING FACADE.
JUSTIFICATION: IN ORDER TO PROMOTE AFFORDABILITY, SMALLER HOMES ARE LIKELY IN THE DEVELOPMENT BUT STILL NEED TO BE ABLE TO OFFER A 2-CAR GARAGE TO MAINTAIN THE AESTHETIC OF THE NEIGHBORHOOD, AND ENCOURAGING PEOPLE TO PARK IN GARAGES VS ON THE STREET.

MINIMUM LOT WIDTH - TOWNHOUSE

UDC: 20'
PROPOSED: 18'
JUSTIFICATION: THE REDUCED LOT WIDTH IS MORE CONSISTENT WITH A TOWNHOME FOOTPRINT PLUS REQUIRED SETBACKS, AND IS CONSISTENT WITH INDUSTRY STANDARD.

IN ADDITION, THE REDUCTION IN LOT WIDTH ALLOWS FOR VARIABILITY IN THE TYPE OF TOWNHOME UNIT DEVELOPED, THEREFORE INCREASING THE OPPORTUNITY FOR VARIED PRICE POINTS. FOR EXAMPLE, A SINGLE CAR GARAGE/LIMITED BEDROOM UNIT CAN BE PLANNED ON A SMALLER LOT, WHICH ALLOWS FOR A DIFFERENT PRICE POINT THAN A MULTI-CAR/MULTI-BEDROOM TOWNHOME UNIT WHICH HAS A HIGHER VALUE. THIS TYPE OF DEVELOPMENT SUPPORTS THE GOALS OF VARIED AND ATTAINABLE HOUSING. DIFFERENT TYPES OF UNITS ALSO ALLOWS FOR MORE OVERALL FLEXIBILITY IN PLANNING RESIDENTIAL AND OPEN SPACE AREAS.

MINIMUM LOT WIDTH - DUPLEX | SIDE-BY-SIDE

UDC: 30'-55'
PROPOSED: 25'
JUSTIFICATION: THE REDUCED LOT WIDTH IS MORE CONSISTENT WITH CURRENT INDUSTRY STANDARD LOT WIDTHS. THE REQUIRED LOT WIDTH PER THE UDC RESULTS IN SIGNIFICANT ADDITIONAL SPACE REQUIREMENTS BEYOND WHAT IS NEEDED FOR STANDARD FOOTPRINTS, WITHOUT ANY BENEFIT TO THE LOT LAYOUT. BY REDUCING THE LOT WIDTH, THAT SPACE CAN BE PLANNED MORE CREATIVELY USING SEVERAL DIFFERENT TECHNIQUES WHICH COULD INCLUDE (BUT ARE NOT LIMITED TO) INTEGRATING IT INTO OPEN SPACES AREAS, CREATING GREENBELT CORRIDORS, PROVIDING VARIED LOT SIZES/PRODUCT SIZES WHILE MAINTAINING DENSITY.

IN ADDITION, THE REDUCTION IN LOT WIDTH ALLOWS FOR VARIABILITY IN THE TYPE OF DUPLEX UNIT DEVELOPED, THEREFORE INCREASING THE OPPORTUNITY FOR VARIED PRICE POINTS. FOR EXAMPLE, A SINGLE CAR GARAGE/LIMITED BEDROOM UNIT CAN BE PLANNED ON A SMALLER LOT, WHICH ALLOWS FOR A DIFFERENT PRICE POINT THAN A MULTI-CAR/MULTI-BEDROOM DUPLEX UNIT WHICH HAS A HIGHER VALUE. THIS TYPE OF DEVELOPMENT SUPPORTS THE GOALS OF VARIED AND ATTAINABLE HOUSING. DIFFERENT TYPES OF UNITS ALSO ALLOWS FOR MORE OVERALL FLEXIBILITY IN PLANNING RESIDENTIAL AND OPEN SPACE AREAS. SINCE DUPLEX LOTS ARE DESIGNED TO APPEAR MORE LIKE A LARGER SINGLE FAMILY HOME, THE TWO COMBINED LOTS WOULD MATCH RESIDENTIAL PRODUCT TYPE PROPOSED FOR THIS SITE.

MINIMUM LOT AREA - DUPLEX | SIDE-BY-SIDE

UDC: 3000-5500 SF
PROPOSED: 2000 SF
JUSTIFICATION: THE REDUCED LOT SIZE IS MORE CONSISTENT WITH A CURRENT INDUSTRY STANDARD DUPLEX LOT SIZES. THE REQUIRED LOT SIZE PER THE UDC RESULTS IN SIGNIFICANT ADDITIONAL SPACE REQUIREMENTS BEYOND WHAT IS NEEDED FOR THE PRODUCT, WITHOUT ANY BENEFIT TO THE LOT LAYOUT.

IN ADDITION, THE REDUCTION IN LOT SIZE ALLOWS FOR VARIABILITY IN THE TYPE OF DUPLEX UNIT DEVELOPED, THEREFORE INCREASING THE OPPORTUNITY FOR VARIED PRICE POINTS. FOR EXAMPLE, A SINGLE CAR GARAGE/LIMITED BEDROOM UNIT CAN BE PLANNED ON A SMALLER LOT, WHICH ALLOWS FOR A DIFFERENT PRICE POINT THAN A MULTI-CAR/MULTI-BEDROOM DUPLEX UNIT WHICH HAS A HIGHER VALUE. THIS TYPE OF DEVELOPMENT SUPPORTS THE GOALS OF VARIED AND ATTAINABLE HOUSING. DIFFERENT TYPES OF UNITS ALSO ALLOWS FOR MORE OVERALL FLEXIBILITY IN PLANNING RESIDENTIAL AND OPEN SPACE AREAS.

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