

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

PROJECT TITLE

FARRO PROPERTY

PLANNED UNIT DEVELOPMENT

Loveland, Colorado

PREPARED FOR

OWNER:
Post Modern Development

351 LINDEN ST. SUITE 160
FORT COLLINS, CO 80524

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.

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Staff Comments 02/XX/25

DATE
JULY 28, 2023

SHEET TITLE
PUD BULK DEVELOPMENT STANDARDS

SHEET INFORMATION
Sheet Number: 3
of: 8

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.

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

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LAND USE MATRIX

SHEET INFORMATION

Sheet Number: 4

of: 8

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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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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

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.

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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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DESIGN STANDARDS &
PROPOSED DEVIATIONS

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Sheet Number: 7

of: 8

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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 FAçADE.

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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