

## Planning Commission Staff Report

August 8, 2016

**Agenda #:** Regular Agenda - 1  
**Title:** Lee Farm Addition – General Development Plan (GDP) Amendment #1 (PZ#16-00042)  
**Applicant:** The True Life Companies/Katie Cooley  
**Request:** **Amendment to the Lee Farm General Development Plan (GDP)**  
**Location:** West side of N. Wilson Avenue and east of the Hogback and future Cascade Avenue alignment - directly north of Hunter's Run Subdivision and south of Buck Subdivision  
**Existing Zoning:** P-91 Lee Farm Addition Planned Unit Development (PUD)  
**Staff Planner:** Troy Bliss

### **Staff Recommendation**

**APPROVAL** of the General Development Plan (GDP) Amendment #1.

### **Recommended Motion:**

1. *Move to make the findings listed in Section VIII of the Planning Commission staff report dated August 8, 2016, and based on these findings recommend approval the Lee Farm General Development Plan Amendment #1, subject to the conditions listed in Section IX, as amended on the record.*

### **Summary of Analysis**

The True Life Companies has recently purchased the property and is seeking to amend the previously approved General Development Plan (GDP). Primary changes include removal of a community center and multi-family (condo) uses as well as reconfiguring some internal road networks (primarily W. 35th Street, minor collector, and local streets). The amendment focuses on developing a mixture of residential uses on 247 acres in northwest Loveland. Staff believes that the application demonstrates consistency with all pertinent City policies and requirements. Neighborhood concern and opposition has been expressed, relating to the proposed location of W. 35th Street.

The application requires a public hearing with the Planning Commission and City Council. Based on all pertinent information and testimony offered at the hearing, the Planning Commission must formulate a recommendation to be forwarded to the City Council for subsequent hearing and final decision (scheduled for September 20, 2016). If approved by City Council, the application would constitute a rezoning of the property, vesting the GDP for up to ten (10) years (as being requested). It is anticipated that a series of Preliminary Development Plans and Preliminary Plats would follow over the years to develop the overall project in phases. These provide a greater level of detail (i.e. lot sizes/orientation, landscaping, street design, building elevations, etc.) and allow for further neighborhood participation/input.

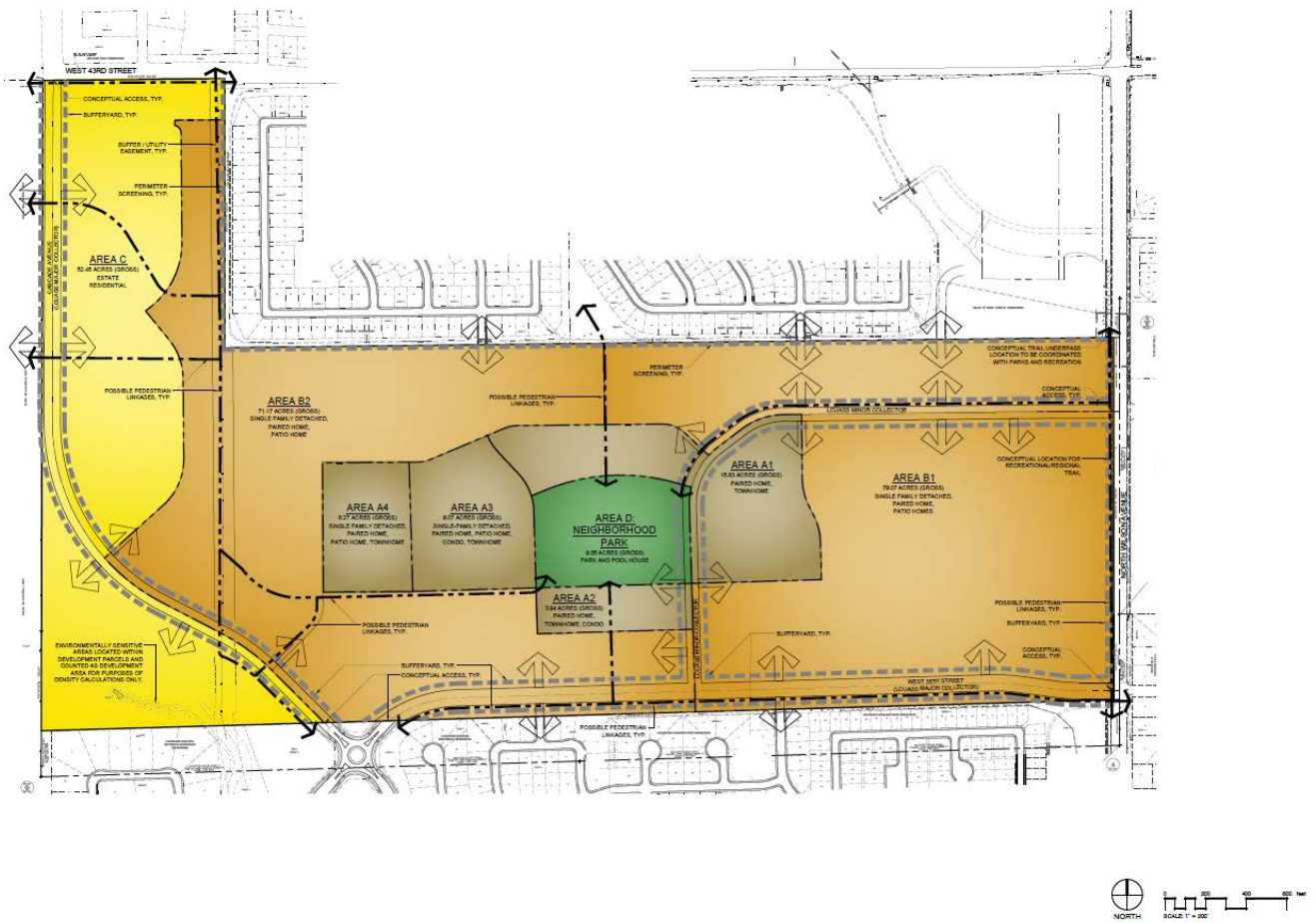
The property is currently zoned Lee Farm Addition Planned Unit Development (PUD), subject to the original GDP approved at time of annexation in 2006. It is a vested document, prescribing zoning and land use allowances. This GDP is provided for comparison in considering the requested amendment.

## **I. SUMMARY**

The following abbreviations will be used throughout this report and are being provided to help clarify what each represents:

- PUD: Planned Unit Development is a type of zoning that allows for the creation of zoning and design standards that are tailored to a site with this designation. This zoning is unique to a particular site or area, typically described in some form of development plan. The primary purpose of this zoning is to encourage a mixture of land use opportunities that are well integrated in creating an efficient use of land.
- GDP: General Development Plan establishes the zoning, density and design standards for a PUD zoned property. The plan itself is primarily conceptual in nature, meant to provide guidance with respect to locations for different land uses within a PUD. This plan is usually prepared in conjunction with the annexation of a property as its official zoning document. This plan must be approved by City Council.
- PDP: Preliminary Development Plan is typically the initial step, detailing a specific development proposal within a PUD. Its contents are reviewed against the zoning requirements of the applicable GDP. This plan must be approved by Planning Commission, subject to appeal to City Council.
- PP: Preliminary Subdivision Plat is the initial subdivision of a property into more than 4 additional lots. It establishes all necessary conveyances (i.e. dedication of public rights-of-way and easements) for public and private use. This document must be approved by Planning Commission, subject to appeal to City Council.
- LCUASS: Larimer County Urban Area Street Standards are standards that municipalities within Larimer County use is designing their street networks.
- TIS: Traffic Impact Study is a study prepared by a traffic engineer to evaluate traffic impacts on a specific development proposal.
- ACF: Adequate Community Facilities is a program adopted by the City of Loveland to ensure that community facilities needed to support new development meet or exceed defined levels of service. This includes fire protection, transportation, water, wastewater, stormwater, and power.
- LMC: Loveland Municipal Code is the collection of adopted City relations, including the zoning and subdivision codes.
- ESAR: Environmentally Sensitive Areas Report is a report prepared by a qualified biologist to analyze the natural environment in and around a proposed development site. Its purpose is to identify significant natural features or habitats. Conclusions and recommendations are made as a result of this report and incorporated into the City's review of a development proposal.

## VILLAGES AT LEE FARM



The application proposes to rezone the Lee Farm Addition through amending the GDP. This is the first amendment to be considered for the property. By nature, the GDP provides a lot of narrative, setting general standards for future development including, but not limited to allowed uses, design guidelines (building, landscaping, fencing, and signage), building setbacks, building heights, and layout of major roadways. These standards are then detailed in subsequent PDP's, illustrating exactly how the development will look based upon the criteria established in the GDP.

With the proposed amendment, much of the narrative and general standards remain the same or similar to what is currently in place. The same concept of feathering density from east to west continues – higher density with mixture of housing types and lot sizes along N. Wilson Avenue transitions to single-family lots that ultimately become estate lots along the western boundary where Cascade Avenue will be located. Sensitivity to existing development to the north maintains the same continuation of single-family lots similar in size abutting the Buck Subdivision. (A different configuration is proposed along the south boundary next to Hunter's Run Subdivision. This change is described in detail below.) The focus of this amendment is narrowed down to the following four (4) main components as described:

- **Use and Density** – The approved GDP for the Lee Farm Addition allows for a variety of residential uses which includes single-family detached (including patio homes), single-family

attached (townhomes) two-family attached, and multi-family (condos). The total number of dwelling units being 1,051 with a gross density of 4.3 units per acre. It also allows for non-residential uses that are identified as a community center (including a variety of uses such as schools, churches, recreation facilities, and/or child day care centers) and convenience commercial (including offices, small veterinary clinics, sit-down restaurants, and small retail stores).

In comparison, the amendment proposes to significantly reduce the possible multi-family (condo) component areas from 68 acres down to 13 acres. A total reduction in the number of dwelling units is proposed from 1,051 to 820 with a gross density of 3.3 units per acre. It also removes both the community center and convenience commercial land uses, replacing with a neighborhood park of approximately 9 acres in size.

- **Internal Street Spine** – The approved GDP established a general street network of the larger roadways and connections to existing developments (i.e. Buck Subdivision and Hunter’s Run Subdivision). This was important not only in demonstrating compliance with the City’s 2030 Street Master Plan but it became the framework for the pockets of development areas where conceptually the dispersal of uses and density can begin to be seen. The primary streets are:
  - **Cascade Avenue** (running north/south) which intersects with W. 43<sup>rd</sup> Street at the northwest corner of the site, heading south to a future round-a-bout within the Hunter’s Run West project site (undeveloped), and;
  - **W. 35<sup>th</sup> Street** (running east/west) which intersects with N. Wilson Avenue at the southeast corner of the site, heading west to the same round-a-bout within the Hunter’s Run West project site. This street is of particular interest. Its alignment currently is such that it extends north a considerable distance away from existing homes, allowing future single-family lots to back directly up against the Hunter’s Run Subdivision.

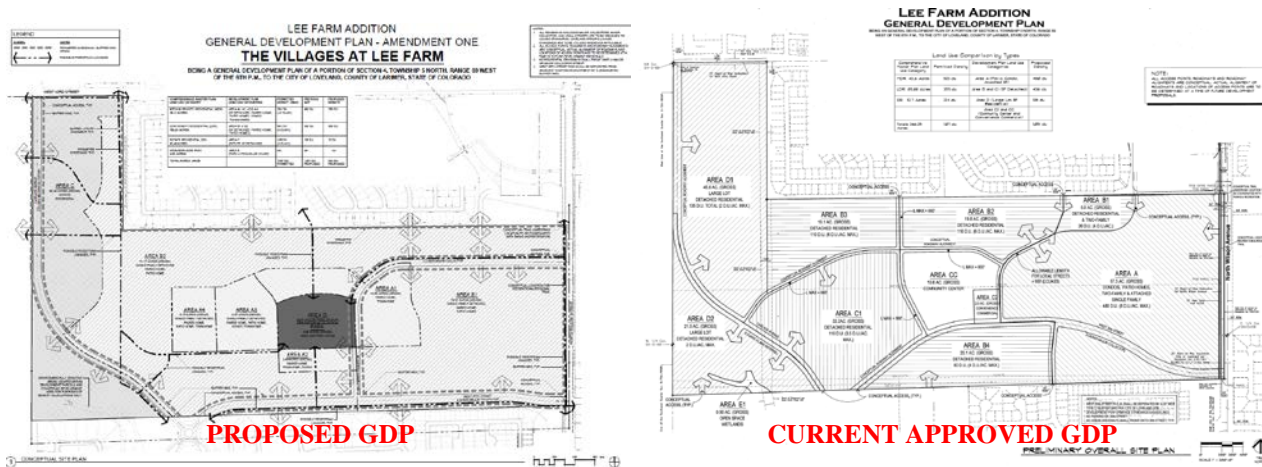
The proposed amendment keeps Cascade Avenue in its same alignment. However, the W. 35<sup>th</sup> Street alignment is proposed to change, bringing it much closer to the existing homes in the Hunter’s Run Subdivision. The reasons for proposing this adjustment are to improve the drainage design between the two properties and allow a better angle of connection into the future Hunter’s Run West round-a-bout (which has already been designed). Rather than having future single-family homes abutting existing single-family homes, a 60’+ drainage swale and landscape buffer would be created between W. 35<sup>th</sup> Street and the north boundary of the Hunter’s Run Subdivision.

- **Design Standards** – The proposed amendment incorporates a wide variation of minimum lot sizes (i.e. 1,000 square foot townhome lots up to 16,000 square foot estate lots). The applicant is not a home builder. Consequently, their intent is to sell areas of the development to various home builders. By not having defined home plans, the applicant wants to create enough flexibility to accommodate different building footprints/designs that meet the development objectives for this project. In doing so, adjustments to the percentage of street facing garages in relation to the total linear front façades of the homes has proposed to increase from the current approved GDP. Specifically, for detached single-family homes (all types) a 55% and 60% allowance is proposed compared to 40% in place now. The 40% standard has been a common practice in Loveland when it comes to street facing garages. (The Millennium (i.e. *Centerra*) has incorporated higher allowances (up to 48%) if certain design elements are met such as stepping back the garage from living portion of the house or having a front porch with a minimum width.) In response to this



change, City staff has recommended an adjusted condition from the current approved GDP. Rather than specifying a certain allowed percentage at this time, City staff is requesting this allowance be removed and further evaluated at the PDP levels. Without having home designs, it is difficult to determine how this greater garage dominance will look from the street. It may be that at the PDP stages, greater architectural treatments or even focusing on the streetscape (i.e. providing detached sidewalks with tree lawns) would be appropriate considerations in allowing a higher percentage for the garages on front facades.

- GDP Vesting** – A longer vesting period is being requested in conjunction with this amendment beyond what the Loveland Municipal Code requires (see **Attachment 3**). Section 18.41.050.D.13 stipulates that within one (1) year from the date of approval of the GDP, a PDP must be submitted to the City to maintain vesting (unless an extension or extensions are granted by the City). However, City Council can authorize longer vesting through adoption of an ordinance approving the GDP. Consequently, a period of ten (10) years is being requested to maintain vesting due to factors such as the size of the property, the huge amount of infrastructure to support development, and the fact that multiple PDP's are expected based upon project phasing. City Council has approved longer vesting periods associated with GDP's. As an example, directly north of this site (across W. 43<sup>rd</sup> Street), City Council authorized a fifteen (15) year vesting period for the Ponderosa Ridge Addition (annexed in 2009 – containing approximately 121 acres).



## **II. KEY ISSUES**

From a City staff perspective, there were no key issues raised during review in terms of applicable standards or requirements. However, City staff has been aware of the concerns brought forward by neighbors during two (2) neighborhood meetings, relating to the proposed location for W. 35<sup>th</sup> Street. This is anticipated to be a primary focus at both the Planning Commission hearing and later on with the City Council.

The proposed alignment off 35<sup>th</sup> Street complies with the City's standards for a collector - location, connectivity to existing/future streets, and its overall geometry. This part of the community has experienced problems with storm water run-off. Opportunities to improve this situation, particularly along property boundaries is identified as a positive outcome. Approximately 80' of separation between

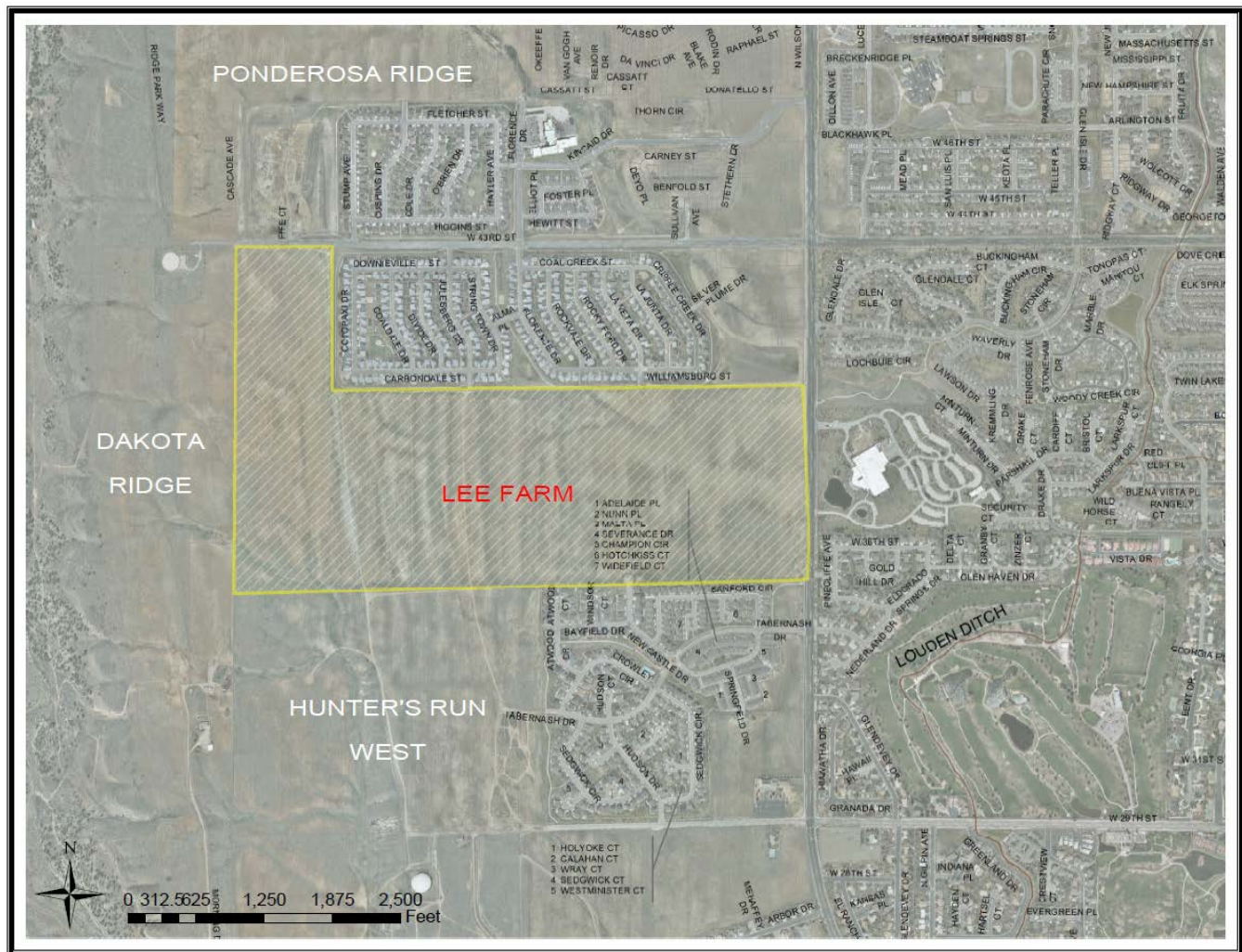
W. 35<sup>th</sup> Street and the back lots of homes in Hunter's Run Subdivision can afford sufficient space to help mitigate impacts. With subsequent PDP's, landscape designs can incorporate a variety of treatments such as earth berms, plant material, and solid walls/fencing as examples. (To put in perspective, this is the equivalent to landscaped bufferyards for properties in the City developed along the E. Eisenhower Boulevard corridor between N. Boyd Lake Avenue and N. Denver Avenue.) In turn, the establishment of a bufferyard could serve as a nice visual and functional amenity when compared to the alternative of homes backing onto homes – opening up view corridors especially towards the west.

The collector street that funnels traffic between N. Wilson Avenue and Cascade Avenue will generate a considerable amount of daily vehicle trips (see **Attachment 7**). A posted speed of 35 mph would be expected along this stretch. It is understood that the Hunter's Run Subdivision allows for only open rail fencing around private lots. During evening hours, vehicle lights are likely another factor to consider. The position of City staff regarding W. 35<sup>th</sup> Street is neutral. Ultimately, it is a situation of weighing the pros and cons and determining the best solution for all parties.

### **III. ATTACHMENTS**

1. Project Description (Provided by Applicant)
2. Statement of Findings (Provided by Applicant)
3. Supplemental Request – Vesting (Provided by Applicant)
4. June 28, 2016 Neighborhood Meeting Summary (Provided by Applicant)
5. Lee Farm Addition General Development Plan (Current - Approved February 21, 2006)
6. Lee Farm Addition General Development Plan Amendment #1 (Proposed)
7. Traffic Memorandum (excluding appendices)

#### IV. VICINITY MAP



#### V. SITE DATA

ACREAGE OF PUD SITE GROSS .....	247 AC
MASTER PLAN DESIGNATION .....	LDR - LOW DENSITY RESIDENTIAL
EXISTING ZONING .....	P-91: LEE FARM ADDITION PUD
EXISTING USE .....	VACANT/UNDEVELOPED
EXIST ADJ ZONING & USE - NORTH .....	P-40: BUCK ADDITION PUD – SINGLE-FAMILY
EXIST ADJ ZONING & USE - SOUTH .....	P-26: HUNTER’S RUN PUD – SINGLE-FAMILY AND P-89:
.....	HUNTER’S RUN WEST PUD – SINGLE-FAMILY AND
.....	TOWNHOMES (VACANT/UNDEVELOPED)
EXIST ADJ ZONING & USE - EAST.....	I – DEVELOPING INDUSTRIAL – WOODWARD GOVERNOR
.....	FACILITY
EXIST ADJ ZONING & USE - WEST.....	ER – ESTATE RESIDENTIAL – DAKOTA RIDGE ESTATE
.....	SINGLE-FAMILY (VACANT/UNDEVELOPED)
UTILITY SERVICE .....	CITY OF LOVELAND

## **VI. BACKGROUND**

In 2006, City Council approved a GDP for the Lee Farm Addition PUD area (see **Attachment 5**). The GDP identified specific development rights associated with Lee Farm such as locations for development, types of uses, and residential densities. These initial plans also set aside additional land dedication for N. Wilson Avenue (through the corresponding annexation), identified environmentally sensitive areas, and generally set the stage for development. Since approval of the GDP, a PDP and PP were also approved by the City. These are currently vested plans however, will expire on August 23, 2016, if an extension is not requested by the applicant and approved by the Planning Commission. (This would be a separate process from this GDP amendment and a request must be received by the Current Planning office before the expiration date.) If this GDP amendment is approved, the previous PDP and PP would no longer be applicable and would have to go through the review/approval process again.

Like with most undeveloped properties in northwest Loveland, the ability to develop hinges on the construction of a pump station to accommodate the delivery of appropriate water service. It is a contributing factor to why vested projects, such as Lee Farm, have not begun construction. To solve the problem, it likely will take a coordinated effort among property owners/developers which the applicant has been involved in such efforts. Otherwise, it becomes a significant development cost that has been impossible for a single developer to take on. However, Lee Farm has the benefit of being able to develop the approximate eastern half (along N. Wilson Avenue) without this pump station. Consequently, the likelihood of some development occurring in the near future is greater when compared to undeveloped properties further west.

## **VII. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION**

- A. Notification:** An affidavit was received from Paul McMahon/Valerian LLC on June 13, 2016, certifying that written notice was mailed to all property owners within 1200 feet of the property and notices were posted in prominent locations on the perimeter of the site at least 15 days prior to the date of the initial neighborhood meeting held on June 28, 2016. Additionally, prior to an application submittal to the City, an informal neighborhood meeting was held by the applicant as a courtesy and to gauge initial perspective of the surrounding neighbors.

Additionally, an affidavit was received from Paul McMahon/Valerian LLC on July 26, 2016, certifying that written notice was mailed to all property owners within 1200 feet of the property and notices were posted in prominent locations on the perimeter of the site at least 15 days prior to the Planning Commission hearing. In addition, a notice was published in the Reporter Herald on July 23, 2016, for the Planning Commission hearing. All notifications regarding the Planning Commission hearing stated that the hearing would be held on August 8, 2016.

- B. Neighborhood Response:** The required neighborhood meeting was held at 6:30 p.m. on June 28, 2016, at the Foundations Church (1380 N. Denver Avenue). The meeting was attended by approximately 70 neighbors, along with City staff and the applicant's team. A summary of the neighborhood meeting has been provided by the applicant (see **Attachment 4**).

A large focus of the neighborhood meeting revolved around the proposed location for W. 35<sup>th</sup> Street (an east/west collector that intersects N. Wilson Avenue to the east and future Cascade Avenue to the west). The location of this street is proposed to change from the previous GDP, by moving it further south towards the north boundary of the Hunter's Run Subdivision. There are those, particularly who live along the north boundary of the Hunter's Run Subdivision, that believe the impacts outweigh the benefits and would rather see a mirror of single-family homes backing to theirs instead. Other concerns voiced included maintaining appropriate buffering from the Buck Subdivision to the north, street connections with Buck and Hunter's Run, condo and townhomes uses, obstruction of views, storm water design, soil conditions, and the overall growth potential in northwest Loveland.

## **VIII. FINDINGS AND ANALYSIS**

In this section of the report, the applicable findings contained in the Municipal Code and the Comprehensive Master Plan are specified in italic print followed by the staff analysis as to whether the findings are met by the submitted application. The Planning Commission recommendation to approve or deny the application must be based on a majority vote on whether or not the findings can be met.

A. *Whether the general development plan conforms to the requirements of this Chapter 18.41, to the city's master plans and to any applicable area plan:*

Section 18.41.020 encourages residential development for PUD's that is innovative and provides a greater variety of dwelling types, designs, and layouts that will make for the efficient use of land. The proposed GDP amendment offers a variety of housing choices for future residents (i.e. single-family detached, two-family attached, townhomes and multi-family (condos). There are also a variety of lots sizes and dwelling unit configurations which create a wider array of housing choices. This GDP, much like the current GDP, offers a feathering of density from east to west, efficiently utilizing the land by clustering development, rather than spreading it evenly throughout. This pattern supports walkability, is more efficient in providing infrastructure needs, and reduces the overall impact of development.

The City has recently adopted Create Loveland (the new updated comprehensive master plan). Applicable to the proposed Lee Farm GDP amendment, Create Loveland designates the land use on the subject property as LDR – Low Density Residential. This land use can consist of a variety of housing types but is intended to primarily include detached single-family with a density range of 2 to 4 units per acre. The proposed GDP amendment adheres to this principle where more than half of all the dwelling units in the development would be some form of detached single-family and an overall density of 3.3 units per acre. The feathering of density (as noted above) has been a philosophy of the City when considering a mixture of housing types within a PUD. Not only to disperse density in a more efficient development pattern but to do so with the sensitivity to existing development and the natural environment in mind. This philosophy is now a component of Create Loveland, meant to guide towards creating complete neighborhoods.

B. *Whether the proposed development will negatively impact traffic in the area, city utilities, or otherwise have a detrimental impact on property that is in sufficient proximity to the proposed*



*development to be affected by it. If such impacts exist, the current planning division shall recommend either disapproval of the general development plan or reasonable conditions designed to mitigate the negative impacts:*

**PW-Transportation:**

A Master Traffic Impact Study has been submitted with the GDP Amendment which demonstrates that the transportation system, incorporating typical expected improvements, can adequately serve the conceptual land uses proposed and is expected to comply with the Adequate Community Facilities (ACF) Ordinance for transportation. All future development applications within this area are required to submit a full Traffic Impact Study and demonstrate compliance with the Larimer County Urban Area Street Standards (LCUASS) and the Adequate Community Facilities (ACF) Ordinance. Therefore, this GDP Amendment and proposed development will not negatively impact traffic in the area.

**Water/Wastewater:**

This development is situated within the City's current service area for both water and wastewater.

Regarding water, the subject development is situated in two different boosted water pressure zones. Typically finished floor elevations below an elevation of approximately 5160 will be in the City's Master Plan boosted pressure zone #1 (BPZ1) while finished floor elevations situated at and above approximately 5160 will be in the City's Master Plan boosted pressure zone #2 (BPZ2).

As a point of reference, water storage and booster station facilities for both zones come from a 4 million gallon steel tank (known as the 29th Street Water Tank) and water booster station (known as the 29th Street Booster Station), located about 3/4 miles west of N. Wilson Ave. and just south of W. 29th Street. Upgrades to the BPZ1 portion of the "29th Street Water Booster Station" have been previously been completed.

Alternately, for future development and for areas of the subject development situated within BPZ2, additional upgrades to the "29th Street Water Booster Station" will be necessary to provide the required pressures for homes serviced by the new, proposed BPZ2 pumps. The design for the upgrades to the BPZ2 pumps still needs to be completed. Details of cost sharing and partnering between the Developer and City will be identified and documented by a separate 3rd Party Reimbursement Agreement.

As noted in the conditions water main extensions across the adjacent undeveloped property known as Hunters Run West Filing 1 (Vanguard-Famleco 13th Subdivision) will be required to deliver the BPZ2 water to the site.

Regarding Wastewater, the development is shown to split into two separate drainage basins, generally west and east. The eastern basin can connect to the existing 12" wastewater main near Wilson Ave. The western basin will need to connect to the existing 8" wastewater main within the existing Hunter's Run Subdivision (Vanguard --Famleco 9th Subdivision) across the undeveloped property commonly known as Hunters Run West Filing 1 (Vanguard-Famleco 13th Subdivision). This wastewater main extension is noted in the conditions.



Consequently, when all future water and wastewater improvements are designed and constructed pursuant to current Development Standards and applicable Municipal Code requirements, Staff finds there are no adverse effects upon the City's water and wastewater utility systems, and that this proposed development will comply with the adequate community facilities ordinance.

**Power:**

Power believes that this project will have no negative impact on our system. This project will comply with the requirements in the ACF Ordinance.

- C. *Whether the proposed development will be complementary to and in harmony with existing development and future development plans for the area in which the proposed development is to take place by:*
- i. *Incorporating natural physical features into the development design and providing sufficient open spaces considering the type and intensity of use:*

This amendment continues with the preservation of a small non-jurisdictional wetland at the southwest corner of the site. In comparison to the current GDP, this amendment proposes a large 9 acre neighborhood park, centrally located as a significant amenity to the future residents of this development. The use of perimeter landscape bufferyards/detention areas and overall streetscape will provide further enhancements to open space areas throughout the development.

- ii. *Incorporating site planning techniques that will foster the implementation of the city's master plans, and encourage a land use pattern that will support a balanced transportation system, including auto, bike and pedestrian traffic, public or mass transit, and the cost effective delivery of other municipal services consistent with adopted plans, policies and regulations of the city:*

This amendment to the GDP establishes a major street network or spine that corresponds to the City's 2030 Street Master Plan. Based upon the TIS provided in analyzing the overall development, the street network will provide the necessary level of service needs for the project and existing surrounding developments. All streets as conceptually shown in the GDP will support a balanced transportation system for multi-modal purposes according to adopted LCUASS standards.

- iii. *Incorporating physical design features in the development that will provide a transition between the project and adjacent land uses through the provision of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures:*

Staff believes that the Lee Farm GDP amendment provides a general plan that will guide future development in protecting adjacent land uses by way of creating similar dwelling and lots sizes and/or attractive landscape bufferyards along such boundaries. Further, design details will be important along with locations with subsequent PDP's, especially the area between W. 35<sup>th</sup> Street and the Hunter's Run Subdivision to mitigate impacts on existing homes from the collector street. The proposed minimum open space, landscape and bufferyards, and minimum setbacks will provide sufficient open spaces considering the type and intensity of proposed land uses. The GDP incorporates site planning techniques that will foster the implementation of the Loveland

Comprehensive Master Plan. The GDP incorporates physical design features that will provide a transition between the project and adjacent land uses through the provisions of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures. The GDP includes appropriate standards for the design of the streetscape, parking, bicycle and pedestrian circulation, architecture, and placement of buildings.

- iv. *Incorporating identified environmentally sensitive areas, including but not limited to, wetlands and wildlife corridors, into the project design:*

Loveland Municipal Code, Section 18.41.050.D.4.c.(iv.): The GDP incorporates environmentally sensitive areas into the project design. Environmentally sensitive areas include, but are not limited to, wetlands, wildlife habitat and corridors, slopes in excess of 20%, flood plain, soils classified as having high water table, stream corridors, and mature stands of vegetation.

An Environmentally Sensitive Areas Report (ESAR) was prepared with the original GDP and reviewed again with this amendment. The report indicated that the site is dominated primarily by weedy vegetation, with no habitat or wildlife corridor value. The report also indicates that there is a small (less than 1 acre) non-jurisdictional wetland area in the southwest corner of the site. This will remain undeveloped as a result of the proposed amendment.

A Phase I Environmental Assessment, prepared by ERO Resources Corporation, was submitted was submitted as part of the amendment. The report indicated that there are no environmental hazards on, or near, the site.

#### Mineral Extraction

Colorado Revised Statute: The proposed location and the use of the land, and the conditions under which it will be developed, will not interfere with the present or future extraction of a commercial mineral deposit underlying the surface of the land, as defined by CRS 34-1-3021 (1) as amended.

A mineral extraction report was submitted was submitted with the original GDP and Annexation, and was reviewed again for this amendment. The report indicates that, on the basis of the Sand and Gravel Atlas published by Colorado Geological Services, no economically viable mineral deposits lie beneath this site. Based on recent amendments to state statute, no written notice of the application or public hearing is required.

- v. *Incorporating elements of community-wide significance as identified in the town image map:*

This finding is no longer applicable to GDP's or associated amendments. As a result of Create Loveland and previous amendments to the Comprehensive Master Plan, the City no longer recognizes a town image map. Elements of community-wide significance are captured in Chapter 4 of Create Loveland in terms of the vision for the City's future. In terms of residential development, indicators such as affordability, density, property investment, neighborhood walkability, water use, sidewalks/bicycle infrastructure and connectivity are important elements that have been identified for neighborhoods. The proposed Lee Farm GDP amendment, establishes connectivity with adjoining neighborhoods through street networks – improving walkability. The major street spine would include detached sidewalks and bicycle lanes as part of

the overall street infrastructure. And while Lee Farm is not marketing as an affordable housing development, more affordable housing opportunities will be available by virtue of the mixture of housing choices.

- vi. *Incorporating public facilities or infrastructure, or cash-in-lieu, that are reasonably related to the proposed development so that the proposed development will not negatively impact the levels of service of the city's services and facilities:*

All phases of development within the Lee Farm site will be subject to completing all necessary infrastructure serving the development. All utilities (both below and above ground), streets, and stormwater facilities are general types of infrastructure that typically are required to be built (in each phase) rather than providing cash-in-lieu. This will be determined at the time of final plat approval.

**PW-Transportation:**

A Master Traffic Impact Study has been submitted with the GDP Amendment which demonstrates that the transportation system, incorporating typical expected improvements, can adequately serve the conceptual land uses proposed and is expected to comply with the Adequate Community Facilities (ACF) Ordinance for transportation. All future development applications within this area are required to submit a full Traffic Impact Study and demonstrate compliance with the Larimer County Urban Area Street Standards (LCUASS) and the Adequate Community Facilities (ACF) Ordinance. Therefore, this GDP Amendment and proposed development will not negatively impact traffic in the area.

**Water/Wastewater:**

This development is situated within the City's current service area for both water and wastewater.

Regarding water, the subject development is situated in two different boosted water pressure zones. Typically finished floor elevations below an elevation of approximately 5160 will be in the City's Master Plan boosted pressure zone #1 (BPZ1) while finished floor elevations situated at and above approximately 5160 will be in the City's Master Plan boosted pressure zone #2 (BPZ2).

As a point of reference, water storage and booster station facilities for both zones come from a 4 million gallon steel tank (known as the 29th Street Water Tank) and water booster station (known as the 29th Street Booster Station), located about 3/4 miles west of N. Wilson Ave. and just south of W. 29th Street. Upgrades to the BPZ1 portion of the "29th Street Water Booster Station" have been previously been completed.

Alternately, for future development and for areas of the subject development situated within BPZ2, additional upgrades to the "29th Street Water Booster Station" will be necessary to provide the required pressures for homes serviced by the new, proposed BPZ2 pumps. The design for the upgrades to the BPZ2 pumps still needs to be completed. Details of cost sharing and partnering between the Developer and City will be identified and documented by a separate 3rd Party Reimbursement Agreement.

As noted in the conditions water main extensions across the adjacent undeveloped property known

as Hunters Run West Filing 1 (Vanguard-Famleco 13th Subdivision) will be required to deliver the BPZ2 water to the site.

Regarding Wastewater, the development is shown to split into two separate drainage basins, generally west and east. The eastern basin can connect to the existing 12" wastewater main near Wilson Ave. The western basin will need to connect to the existing 8" wastewater main within the existing Hunter's Run Subdivision (Vanguard --Famleco 9th Subdivision) across the undeveloped property commonly known as Hunters Run West Filing 1 (Vanguard-Famleco 13th Subdivision). This wastewater main extension is noted in the conditions.

Consequently, when all future water and wastewater improvements are designed and constructed pursuant to current Development Standards and applicable Municipal Code requirements, Staff finds there are no adverse effects upon the City's water and wastewater utility systems, and that this proposed development will comply with the adequate community facilities ordinance.

**Power:**

Power believes that this project will have no negative impact on our system. This project will comply with the requirements in the ACF Ordinance.

**Fire:**

- The proposed development site will comply with the requirements in the ACF Ordinance for response distance requirements from the first due Engine Company.
- The Villages at Lee Farm proposed residential development with common spaces will not negatively impact fire protection for the subject development or surrounding properties.

**PW-Stormwater:**

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

- Proposed stormwater facilities will adequately detain and release stormwater runoff in a manner that will eliminate off-site impacts.
- When designed and constructed, the development will not negatively affect City storm drainage utilities.

**Building:**

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

- The proposed Villages at Lee Farm General Development Plan for a residential development with community spaces will not negatively impact surrounding developments and properties as the development will be required to meet building codes adopted at the time of permit review.

**Parks:**

The City of Loveland identifies the Recreation Trail system as a high priority element for recreation and therefore the conditions placed on the Lee Farms GPD are supported by the current and past Parks and Recreation Master Plan. The P&R Master Plan is an element of the Comprehensive Master Plan. The future underpass has been identified in the 10 year capital

budget for several years and will be constructed as part of the City of Loveland Capital Program for trails. If the dedication of trail easements and construction of the trail occur with this project, the findings for adequate community facilities shall be met for compliance to the Comprehensive Master Plan.

- vii. *Incorporating an overall plan for the design of the streetscape within the project, including landscaping, auto parking, bicycle and pedestrian circulation, architecture, placement of buildings and street furniture:*

The proposed GDP amendment establishes overall general design guidelines which will set the framework for more detailed designs with subsequent PDP's. Based on the street spine established with the GDP, major streets (i.e. arterials and collectors) will be designed according to LCUASS standards which generally include detached sidewalks with landscaped tree lawns between curb/gutter and sidewalk. Perimeter areas to the Lee Farm site will also include landscaped bufferyards, particularly along N. Wilson Avenue, W. 35<sup>th</sup> Street, W. 43<sup>rd</sup> Street, and N. Cascade Avenue.

Focus on auto, bicycle, and pedestrian circulation is demonstrated by way of illustrating connections to existing subdivisions (i.e. Buck and Hunter's Run). These connections are an important subdivision design elements that are communicated in Create Loveland. They provide multi-modal transportation opportunities which help distribute traffic throughout subdivisions, allow greater/convenience bicycle/pedestrian access to destinations such as community facilities and schools in the area, and create cohesive neighborhoods instead of segregated subdivisions. Additionally, connections to the City's trail system and internal walkways are illustrated, creating more circulation opportunities with the development of Lee Farm.

General architectural design standards are proposed to establish a particular theme for Lee Farm - support clustered development in offering a mixture of housing types with exterior building materials consistent with surrounding development (i.e. siding, stucco, stone, and brick). The scale of dwellings are also consistent with this semi-rural location in terms of bulk, height, and building setbacks. Further detailing of the various homes, open spaces (including large neighborhood park), and local streetscapes will be developed with subsequent PDP's.

## **IX. RECOMMENDED CONDITIONS**

The following conditions are being recommended by the City of Loveland Development Review Team (DRT) as part of the City's overall review in applying applicable adopted requirements, standards, and policies for amending the Lee Farm GDP:

### **Planning**

1. Staggered setbacks shall be incorporated within the single-family areas. A setback matrix shall be included in the preliminary development plan submittals that contain single family uses.
2. Garages for paired residential units shall not extend more than 12 feet beyond the front of the façade of the living portion of the dwelling.

3. All lots along local streets shall have one tree and corner lots shall have one tree per street frontage planted prior to the issuance of a certificate of occupancy.
4. Any application for any preliminary development plan in which a wetland is located shall not be considered complete by the City unless the application includes correspondence with or a copy of any permit required by the Army Corps of Engineers for disturbance of a wetland.
5. No preliminary development plan in which wetlands are located shall be approved unless the applicant demonstrates that the existing wetlands will be preserved in a condition similar to its present state. To preserve the wetlands, the applicant shall submit a report detailing potential impacts of the development on the wetlands and include mitigation measures to address these impacts. At a minimum, the report shall address the post-development water regime of the wetlands and buffering proposed for water quality and wildlife habitat around the wetlands.
6. No preliminary development plan in which wetlands are located shall be approved unless the applicant demonstrates that there is no net loss in the extent to which the existing wetlands with the Lee Farm Addition would retain the quantity and quality of storm water run-off prior to being discharged.
7. Any application for a preliminary development plan within Area C (wetland area) shall include a complete updated Environmentally Sensitive Area Report by a qualified professional. No development shall be approved in areas identified in said reports as wetland or otherwise environmentally sensitive or buffer areas recommended in said report.
8. No private lots shall extend into existing or developed wetlands or other environmentally sensitive areas or within the buffers established as part of the mitigation and protection of these wetlands and other environmentally sensitive areas.
9. For all single-family detached lots, the 55% and 60% ground floor street facing linear building frontage allowance for garage doors shall be removed in Sections A.d.iv.1 and A.d.v.1 of the proposed GDP.
10. On all single-family detached lots where the home has garage doors facing a public street greater than 40% of the total linear front facade, additional features to mitigate garage dominance will be required with subsequent PDP's. This could include features such as greater architectural features to the front of the home, greater outdoor living spaces including covered porches and/or courtyards with a combination of decorative walls and landscaping, or the inclusion of detached sidewalks along local streets that incorporate tree lawns between curb/gutter and sidewalk.
11. Buffer yards. The Developer shall install all curbside buffer yards, common open space, private walks and/or paths and other open space and/or private park amenities, including all fences and/or walls located in, or along the edge of; buffer yards and open space. These improvements shall be installed prior to issuance of the first building permit in the current construction phase, unless adequate financial security has been filed by the Developer with the City. All formal landscaped areas shall be irrigated by a permanent, automatic irrigation system.



12. All areas shown as irrigated turf in the approved landscape plan shall be landscaped using drought tolerant species. All components of irrigation systems, except for sprinkler heads and control boxes, shall be buried at sufficient depth below ground surface to insure that normal open space maintenance measures will not damage the irrigation system.

13. A Type D landscape buffer yard shall be installed by the developer and/or homebuilder for all double frontage residential lots in the development. For purposes of meeting this requirement, the street trees for said buffer yards may be planted at spacing no greater than thirty-five feet on center and the buffer yard shall be a minimum width of 20 feet.

14. The developer and/or homebuilder shall plant the tree lawn along both sides of all interior arterial or collector streets with street trees and sod. The trees in the tree lawn shall be considered as a part of the required buffer in 14 above. These trees shall be planted at 30-40 feet regular spacing except to allow for necessary driveways. Permanent irrigation shall be included in this installation to insure the health and vitality of the sod and trees. The sod and street trees shall be planted before issuance of the first building permit in any given construction phase, unless adequate financial security has been filed by the developer with the City.

15. All private walks and/or paths and other open space and/or private park amenities shall be installed by the developer and/or homebuilder before issuance of the first building permit in that construction phase, unless adequate financial security is filed with the City.

16. Erosion control fence. Before any grading or other disturbance to any portion of the land within Lee Farm, a temporary 4 foot mesh fence and erosion control fence, or a continuous anchored hay bale fence, shall be installed by the Developer. For those areas for which modification and/or enhancements are expressly approved by the City and/or ACOE, the fence shall be installed by the Developer after completion of all approved modifications and/or enhancements.

17. Solid fences. Solid material fences, as defined in Chapter 18.48 of the Municipal Code, as amended, shall not be allowed in the front yard of any residential lot. No solid material fences shall be installed on any lot closer to any street that abuts the side of said lot than the minimum side yard setback on the lot.

18. Open space landscaping. Developer shall ensure that the owner(s) of the common open spaces shall maintain all landscape or other improvements approved by the City in good condition at all times. Maintenance shall include but not be limited to, appropriate irrigation, replacement of dead or dying plants, regular repair and flushing of irrigation systems, replacement of mulch and weed fabric, and control of weeds.

19. Lots that abut the Buck Addition within the bubble B-1 shall be single family detached units.

### **PW-Transportation**

1. All future development within this GDP shall comply with the Larimer County Urban Area Street Standards (LCUASS) adopted October 2002 and the Transportation Plan adopted October 2001 and any updates to either in effect at the time of a site specific development application. Any and all variances from these standards and plans require specific written approval by the City Engineer.

2. Notwithstanding any conceptual information presented in the GDP submittal; street layout, street alignments, access locations, intersection configurations and intersection operations (traffic controls) shall be determined at the time of application for site specific development.
3. Notwithstanding any information presented in the Master Traffic Impact Study for the GDP, the developer shall provide any additional traffic information, corrections, revisions and analysis required by the City to verify compliance with the Adequate Community Facilities ordinance at the time of application for site specific development plan review and approval. Future traffic impact studies for site specific development plans shall use a study area determined by considering the cumulative trip generation within the entire GDP (i.e. -- traffic from the proposed use plus traffic from previously approved site specific development plans).
4. The owner shall dedicate to the City, at no cost to the City, right-of-way for all street facilities adjacent to, or within, this addition that are shown on the adopted Transportation Plan. Unless otherwise approved by the City Engineer, the timing of the dedication(s) shall be as follows:
  - a. Right-of-way for 43rd Street and Wilson Avenue shall be dedicated prior to the recording of the annexation.
  - b. Right-of-way for Cascade and 35th Street shall be dedicated prior to, or concurrent with, approval of the first development application within this addition.
5. The developer agrees to acquire, at no cost to the City, any off-site right-of-way necessary for mitigation improvements. Prior to the approval of any site specific development applications within this addition, the developer shall submit documentation satisfactory to the City Attorney and the City Engineer, establishing the developer's unrestricted ability to acquire sufficient public right-of-way for the construction and maintenance of any required street improvements to both adjacent and off-site streets.
6. The ultimate roadway improvements, including sidewalk, adjacent to the property for 43rd Street and Wilson Avenue shall be designed and constructed by the developer, unless designed and constructed by others. A cash-in-lieu payment may be accepted for all or part of the improvements, if approved by the City Engineer. The timing and detailed scope of these improvements will be determined through review and approval of the site specific development plans.
7. No parking will be allowed on 35th Street within this GDP. Additionally, no house or driveway shall front onto 35th Street within this GDP.
8. Cascade Avenue shall be designed and constructed to the LCUASS 2-lane arterial roadway standards within this GDP unless otherwise modified on the adopted Transportation Plan.

## **Fire**

1. For establishing the proposed zoning of this development for residential with some shared community spaces, the development is subject to complying with the following:
  - there shall be a minimum of two accesses to each and every phase of the development.
  - there shall be adequate water per the currently adopted IFC for each phase of the development.

- all structures shall comply with the most currently adopted Building and Fire codes at the time of development.

### **Water/Wastewater**

1. Water Booster Station Requirements. The parties acknowledge that in order to provide water service to any property within the Boosted Pressure Zone 2 (BPZ2), which is a pressure zone is identified to serve buildings with a finished floor at and above elevation 5160, upgrades to the existing 29th Street water booster station (located about 3/4 miles west of N. Wilson Ave. and just south of W. 29th Street) need to be designed and constructed unless designed and constructed by others. No building permits shall be issued for any phase of the development within the BPZ2 region until the booster station improvements have been completed, activated, and accepted by the City. The City and the Developer will participate together and each will cost share their appropriate portion of Designs and Construction costs as agreed to between the parties.

2. Unless constructed by others, the Developer shall design and construct at a minimum the following public improvements prior to the issuance of any building permits within BPZ2:

a. All portions of the water utility infrastructure system which is necessary to convey service and looping requirements for water quality as illustrated in the Public Improvement Construction Plans (PICPs) for Vanguard-Famleco 13th Subdivision, otherwise known as Hunters Run West Filing 1. Specifically this includes a 16" water main from the 29th Street water booster station to the site and a 12" water main from Bayfield Drive to the site.

3. Unless constructed by others, the Developer shall design and construct at a minimum the following public improvements prior to the issuance of any building permits within the western wastewater boundary:

a) All portions of the wastewater utility infrastructure system which is necessary to provide gravity wastewater service as illustrated in the Public Improvement Construction Plans (PICPs) for Vanguard-Famleco 13th Subdivision, otherwise known as Hunters Run West Filing 1. Specifically this includes extending the 8" wastewater main from Tabernash Drive to the site.

4. With any PDP submittal the developer shall provide a Water and Wastewater Impact Demand Analysis report for approval.

### **Parks**

1. The Developer shall dedicate a maximum 30' wide pedestrian access easement for the Recreation Trail along Wilson Avenue prior to FDP approval. Final easement width and location will be determined during PDP.

2. The Developer shall dedicate an adequately sized easement for the Recreation Trail underpass for Wilson Avenue. The easement size and location shall be determined during PDP and shall minimize the need for retaining walls and meet ADA requirements.

3. The Developer shall construct a 10' wide combined concrete trail/sidewalk, meeting City of Loveland Trail Standards, for the entire length of the east property line along Wilson Avenue and connect to the future underpass.

4. Per the proposed GDP Conceptual Site Plan, an Environmentally Sensitive Areas Report will be required prior to PDP approval for Area C due to the existence of wetlands labeled on the proposed GDP.
5. Recreation Trail dedications shall be recorded on the final plat or shall be dedicated by separate instrument.
6. The dedications and construction of the trail/sidewalk along Wilson Avenue and the underpass shall be completed in the first phase of the development.



## Project Description

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**Date:** March 16, 2016

**Project:** The Villages at Lee Farm – Lee Farm Addition Amendment #1

### Development Objectives

The initial and overall goal of this amendment application is to amend the previously approved general development plan and provide multiple enhancements to address changes in the community since the plan's approval. First, the amendment proposes to remove the commercial parcels from the originally approved document based on recent market studies pointing that commercial developments within subdivisions struggle against more regional commercial areas, such as the one planned adjacent to this site. Another item of revision is to reduce the originally approved density to address concerns raised by the adjoining developments. Along with the reduction in density, the amendment incorporates phasing into the plan to allow for flexibility and the opportunity for adjustments to be made to respond to market changes as the project progresses to completion. Finally, the amendment revises the original street alignment to decrease concerns of additional traffic impacts on the adjacent developments and to provide areas for incorporation of water quality and green infrastructure elements where applicable.

This general development plan (GDP) amendment is proposing a residential development including both residential and community spaces. The primary goals of this application are to satisfy the city of Loveland comprehensive plan requirements, respect the existing adjacent land uses, and provide safe and convenient pedestrian/vehicular circulation throughout the site. The plan encourages the integrated planning and design style of cluster development. The proposed design style strives to maximize efficiency and provide for a highly walkable community with access to green space, trails, and parks within the neighborhood. This style of development also allows for more efficient design and use of the available land to maximize the housing potential and provide a very 'pedestrian friendly' community. This connectivity paired with effective layout of collector streets will aid in alleviating traffic burden on the surrounding infrastructure. Items noted within this document shall provide provisions to direct the development and use of *The Villages at Lee Farm* proposed development. All development regulations not specifically noted in this document shall adhere to applicable city of Loveland regulations.

### Development concept

The property involved in this amendment is approximately 245 acres and is master planned as a planned unit development (PUD) consistent with the city of Loveland title 18 requirements. The surrounding area is substantially zoned for and/or developed as low and medium density residential uses. The amendment encourages greater flexibility in housing type and allows for a greater housing diversity to be provided to the residents of the community. The proposed general development plan (GDP) amendment includes the following residential uses:

- Detached single family: including single-family estate dwellings, single-family dwellings, and patio home dwellings.
- Attached single family: including paired homes, townhomes and condominiums.



## Project Description

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- Neighborhood Park: including neighborhood outdoor play, gathering, and amenity areas, outdoor pool with pool house/clubhouse structures and also including any associated metropolitan district facilities.

Loveland's comprehensive master plan calls for both medium/low density and estate residential uses within this site. The comprehensive plan arranges the three uses moving from higher density on the east to lower density on the western portion of the site. In order to respect the existing developments and maintain like uses adjacent to the existing residential developments, this GDP amendment deviates from the comprehensive plan, this application proposes that the medium density zoning district be re-located to the center of the property adjacent to the proposed neighborhood park and within closer proximity to the proposed collector streets. This relocation will allow low density residential of similar and/or comparable densities to be placed adjacent to the neighboring properties and surround the higher density uses to buffer the existing communities. The lowest density residential uses are concentrated at the western portion of the site as an estate residential area. Approximately 50 acres along the western project boundary is designated for estate residential uses. Lastly, the amendment revises a previously approved GDP plan by removing the formerly proposed community center and convenience commercial areas. This area shall be modified to contain a metro district maintained neighborhood park and associated facilities. This revision allows the subdivision to better align with the city of Loveland parks and recreation master plan, and provide the higher density uses directly adjacent to the park, ample access to this neighborhood amenity area.

This planned cluster style development has proposed development density for the entire size, rather than on a lot-by-lot basis. The overall density of the proposed development is approximately 3.45 dwelling units per acre. To achieve the proposed density and encourage clustered developments where applicable, this development plan allows for density to be transferred throughout the site. Due to the existing environmentally sensitive areas located within the project site, it is desirable to use a clustered housing concept for the proposed residential uses where feasible and applicable within the local street network. This approach to the overall lot layout and alignment will allow for the desired development densities but the environmentally sensitive areas are given preference to provide an overall benefit to the future residents. Clustering lots also gains more efficiency for infrastructure installation, maintenance and other associated development concerns. This will allow the development to take advantage of the open space areas such as environmentally sensitive areas and drainage ways. The approach will permit lower densities to be balanced with higher densities in more appropriate locations within the site to accommodate landscape buffers and other appropriate transitional zones.

### Phasing

The proposed application will be a multi-phase development. Utility availability, especially water service, construction impacts and timelines will be the primary drivers of the phased development. The intent of this application is to develop the vacant land in multiple phases, generally moving from east to west in approximately equal size phases. The phases will allow for the development to progress in an orderly manor with consistent availability of utility services and access for emergency personnel as required.





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## Project Description

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### Access/circulation

Connectivity between adjacent established subdivisions will be provided but additional traffic volume will not be directed toward the adjacent neighborhoods. Additional traffic will be encouraged to use local linkages to the proposed collector streets to access the adjacent arterial street network. This circulation layout will encourage some reduction in traffic and allow for ample pedestrian and bicycle use within the site. The plan intends to make efforts to connect to and/or expand the existing bike and pedestrian trail network within the city where applicable.





# Findings Statement

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Date: March 16, 2016

Project: The Villages at Lee Farm – Lee Farm Addition Amendment #1

The following shall serve as written responses to each of the applicable items as required by the GDP application process.

**A. *Whether the general development plan conforms to the requirements of this Chapter 18.41, to the city's master plans and to any applicable area plan;***

The proposed amendment to the Lee Farm General Development Plan meets the intent of the City's requirements by providing the City of Loveland new areas for housing, and new housing styles to meet the ever changing needs of its residents. The plan is in conformance with the overall comprehensive plan, but modifies the zoning code to allow for a more efficient layout and design by encouraging a cluster style development. This cluster style reinforces the 'village' theme of use within the development and will allow for the maximization of efficient design and composition of the development. The plan also re-aligns this site to the intent of the City's Parks and Open Space Master Plan by centrally locating a metropolitan district operated and maintained park, and providing open space areas to create linkages within the greater bike and pedestrian trail system.

**B. *Whether the proposed development will negatively impact traffic in the area, city utilities, or otherwise have a detrimental impact on property that is in sufficient proximity to the proposed development to be affected by it. If such impacts exist, the current planning division shall recommend either disapproval of the general development plan or reasonable conditions designed to mitigate the negative impacts;***

This development will be a benefit to the surrounding neighborhoods by providing additional connections to adjacent roadways by collector roadways. These new connections will provide residents clear and easy access to the adjacent roadways decreasing the burden on the local street network. These proposed roadways shall be buffered and screened from existing residents to mitigate any negative sound or other impacts of their use. The proposed cluster developments accessed from the collector roadways will aid in utility efficiency by grouping residential units to more effectively utilize the land and required utilities and preserve more natural character of the existing landscape. The development will also aid in improving the water utility service in the area, by assisting in the development of the water pressure zone and pump station improvement that will open the western corridor to growth and development expansion. Lastly, based on information received from adjacent developments, the development will help address drainage concerns through creation of additional detention areas, drainage swales and other green infrastructure elements.



## Findings Statement

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- C. *Whether the proposed development will be complementary to and in harmony with existing development and future development plans for the area in which the proposed development is to take place by:*

Due to the clustered style development encouraged within the Villages at Lee Farm, the future uses within the developments shall be planned to complement and preserve the existing natural physical features. The Neighborhood Park and proposed trail connections throughout the site, including a proposed underpass at N. Wilson Ave, will create multiple connections and add to the harmony with the existing and future amenity features. The existing environmentally sensitive areas shall be given preference within the developed clusters to provide an overall benefit to future residents and possible connection points for trails and other recreational uses. The overall prairie and rural agricultural theme, reminiscent of the original establishing farms developed in the Big Thompson Valley shall be strengthened and reinforced by architectural, monument signage, and landscape elements throughout the developed areas to provide a cohesive and unified development for the area.

March 16, 2016

City of Loveland – Development Services  
Current Planning Office  
500 East Third Street  
Suite 310  
Loveland, CO 80537

Dear Mr. Bliss;

In addition to the documents we have submitted on behalf of The True Life Companies on the Lee Farm Addition – Amendment one, the Villages at Lee Farm, the applicant would like to make the following request of the City.

**Request:**

The applicant requests that the city extend the vesting period of this general development plan (GDP) to a term of ten (10) years from approval.

This request will allow the applicant additional time under the approved GDP to complete all of the proposed phases. Due to the size and total amount of lots to be developed and completed, the applicant does not feel the existing vesting period will be adequate to complete the full construction of the project. The intent is to move continuously once the progress begins, but we anticipate that the process as a whole could be a longer duration than the normal allotment.

Thank you for your consideration of this request in addition to the proposed application.

Sincerely;



Paul McMahon, Valerian llc  
On behalf of the True Life Companies

CC: Katie Cooley, the True Life Companies  
Brett Woolard, CWC Consulting Group  
File







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## Meeting Minutes

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PROJECT NAME	The Villages at Lee Farm (Lee Farm Addition GDP Amendment No. 1)
MEETING DATE	2016-06-28
MEETING TIME	6:30
LOCATION	1380 Denver Ave, Loveland CO
MEETING TYPE	Neighborhood Meeting

### Meeting Notes:

Attempts were made to note all comments given, but in the public setting many comments evolved into larger discussions and changes directions, loss of crowd control, etc. The following is a list of the major talking points/concerns expressed by the neighbors. Our response/thoughts or discussions are following the comments in the open bullet points.

### Public Comments:

- Why did we move 35<sup>th</sup> closer to the South Property line against what was coordinated with the previous developer? (Resident at 3444 Atwood Ct., KC Hogan)
  - Discussion on other benefits of the relocation including storm water, green infrastructure/Water Quality, pedestrian linkage and minimization of traffic from Lee Farm cutting thru HR allowing HR direct access to 35<sup>th</sup>, etc. (We will need to clarify this in more detail as a larger part of the presentation in the future.)
- Privacy/safety/etc. concerns with roadway on South property line, it was stated that Hunters Run HOA will not allow Privacy fences.
  - We discussed that issue, later in the meeting this was brought up again when discussing the swale and berm. True Life offered that if it would be allowed, maybe we could install the privacy fence on the proposed berm along the south property boundary between the properties and on the Lee Farm site to minimize their concerns, conflicts with HOA regulation and provide the extra level of buffering.
- Wants their properties mirrored, match 'single family'. (Resident at 3444 Atwood Ct., KC Hogan)
  - We need to clarify in future hearings the home styles and what is single family vs multifamily, it appears the residents may be confusing patio homes with condos/townhomes.
- A resident has been told by a Realtor that the relocation of 35<sup>th</sup> will decrease her property value. (Resident at 3444 Atwood Ct., KC Hogan)
- Stated concerns on Lee Farm and Hunters Run residents driving kids to school thru Buck subdivision and cut thru traffic. (Wes Travis - did not sign in or cannot find name/address)
  - We discussed that these connections are required by the city and something we have to include due to the requirement.
- Concern of loss of bus service once these connections are made. (Wes Travis - did not sign in or cannot find name/address)



## Meeting Minutes

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- Discussion on speeding/traffic light running on 43<sup>rd</sup> and Wilson, asked if we could lower the speed limit.
  - Clarified we cannot change the adjacent roadways, signalization.
- Comments on this development will affect the 43<sup>rd</sup> and Florence Dr. intersection since that is access to Ponderosa Elem school. This is a dangerous intersection with kids almost getting hit, etc.
- Discussion that when 35<sup>th</sup> is installed, Tabernash Dr. will be restricted to right-in/right-out requiring all the Hunters Run residents to drive up New Castle to go North causing to the traffic issues.
- This development will hurt Hunters Run Property values, reduce their quality of life. (Sharron Vernon 3430 Atwood Ct.)
- Why don't we burden only our development and curve the 35<sup>th</sup> alignment up to the North? (Sharron Vernon 3430 Atwood Ct.)
- 'Loveland will keep growing and we can't stop it', 'there are 4400 lots to be developed in NW Loveland' (he outlined some of the work he has done with preparing the school dist. Etc. for the future influx of homeowners). 'There has to be connector streets, that's needed for good design and planning', he asked other attendees if they really thought that this site wouldn't develop. (Bruce Buchman, 2734 Glendale Dr.)
- Many comments on storm water and what will be done with it, where will it go. Including an attendee bringing photos of flooding.
  - Brett talked about the three detention areas on the site. The changes to the pond on the NE corner that will take some of the water. The large pond in the SE corner that will retain due to downstream deficiencies and the pond on the SW side to capture that area.
- There was comments that the Hunters Run Townhomes do not have storm sewer and snow/rain really affecting them and the associated pond to the east.
- Concern that our increased impervious area would affect HR and surrounding area.
  - Explained that we had to capture and release at less than historic. The relocated 35<sup>th</sup> would allow for more room to capture storm water and may protect HR and aid in ensuring the proposal would not negatively impact their property.
- Residents of the Buck addition wanted to clarify size of buffer that would be adjacent to their subdivision. They didn't want our residents using their swale/sidewalk, asked if we would be installing something similar.
  - We stated that the more detailed dimensions would be clarified as the future processes are applied for.
- Comment that the graphic needed to be more 'colorful' not all shades of brown since no one could tell the difference between the proposed home styles.
- Question of where we are in the process.
  - We clarified that we are in the GDP and have to go to the PC and CC next on this, then each phase would be submitted for a PDP, FDP etc.



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## Meeting Minutes

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- Question of how long until we start to build.
  - We clarified that we still need approvals then additional submittals, but we hope to break ground in phase one on roadways etc. in 18-24 months.
  - That spun into a conversation on phasing and how we would progress to the end of the project.
- Do we have a builder lined up?
  - Clarified that not at this time since we don't have the GDP approved.
- Comments on grading against Buck addition, what elevation the Lee Farm homes would be at, concern over views.
- Similar comment from Hunters Run residents on the berm height and obstruction of views.
- HR resident that built recently wanted to ensure that we knew he was required to do caissons over spread footer.
  - Katie explained that we are anticipating each lot will have to be drilled and a geotech will design the proper footing due to the industry being more conservative than they were in the past.
- Discussion on bentonite clay soils.
  - It was clarified that there would be 'over-excavation' required based on soil studies. These are more conservative and have a greater level of inspection than in the past to ensure soils are properly treated, etc.
- Comment on current weed problem on site. (Sandy Zimmerman, 3830 Carbondale St)
  - Katie clarified that TTLC received the notice and would be mowing the first 50 acres they own, while the current owner of the remainder would be doing the same soon.
- What happened to the prairie dogs?
  - Apparently the large prairie dog colony has moved on or died. TTLC clarified that no development money can be spent on this site until we receive approvals, they did not do anything to the prairie dogs. We were unaware of their current condition, once development starts we will have to deal with the prairie dogs as required by the City.

### End of Public Comments during meeting

- After the meeting a resident of Hunters Run that wanted to remain anonymous stated that he felt the application was nice and did not mind the relocation of 35<sup>th</sup>, his only concern was the berm and vegetation not be too tall to interfere with his views.
- Susan Ballew a resident of the hunters run TH requested we send her the plan and section as she is involved with the association for her community and thought she could help explain the development to her neighbors. She did not feel that all residents would be as opposed as the vocal group in attendance. (Susan Ballew, 3220 Champion Cir.).

### End of Notes



# Neighborhood Meeting Sign-In Sheet

Project: Lee Farm Addition – The Villages at Lee Farm



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Name	Address	Phone	E-Mail
STEPHEN GARDEA	3570 GRANBY CT LOVELAND, CO 80538	970-443-2952	SP. GARDEA@GMAIL.COM
Phil + SANDY ZIMMERMAN	3830 CARBONDALE ST	970-203-6139	Phil192@SPRING.COM
Pamela Davis	4005 Florence Dr.	970-270-1646	Holland@mac.com
James Nelson	3232 Williamsburg St	970-581-1776	Jdnel59@yahoo.com
Luke Sinden	4140 Rockvale Dr.	970-412-2642	luke@augustinvest.com
Nissat Stevelin	3853 Fletcher		adcoletta98@gmail.com
Sandy Juas	3065 New Castle	970-461-1789	
Jim + Kathy Bolskar	3038 New Castle Dr.	970-461-2787	
Robert Weverka	3080 CHAMPION CIRCLE		
Bruce + Sheryl Bachman	2734 Glendale Dr	970-488-4015	
Jane Wright	2692 Lockbrie Cr	970-215-4009	C.S. WRIGHT@WRIGHTHOME SYS.COM
Ray Schep	2651 Lockbrie	970-278-0727	
KC Hogan	3444 Atwood Ct	613-9555	KC.hogan@hpc.com
Evelyn Poff	4088 La Zada Dr	776-9446	
Bob Poff	" " " "	" "	
Joe Grim	3453 Atwood Ct	612-1518	joe.frede.grim@gmail.com
Shanna Vernon	3432 Atwood Ct.	970-231-8651	smv@carpeweb.com
Mary Walter	3136 Williamsburg St	970-635-5665	
Dennis Veilleux	3030 Tabernash Dr	970-461-4810	hervv@mac.com



# Neighborhood Meeting Sign-In Sheet

Project: Lee Farm Addition – The Villages at Lee Farm



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Name	Address	Phone	E-Mail
Jack & Joyce Graff	2684 Lochbuie Circle	970 685 4216	joyce.graff@comcast
Jean & Susan Appleby	2967 Sanford Cir	970 461-5040	Susan Appleby 44c msn.com
Jill & Justin Fischer	3039 Sanford Cir	970-776-6321	jillfischer13@gmail.com
Katie Merrill	3047 Sanford Cir	231-7768	Katierose77@comcast.net
George Kling	4202 Cordale	461-4943	
JOHN BALLEW	4136 Cordale	667-1383	NONE
Kathy King	4019 La Veta Dr	970 744 9159	tee63ton@msn.com
Jerry Westbrook	2724 Lochbuie Cir	669-4243	westbrk@comcast.net
Joseph Conseran	2290 Tribennish	663-6495	LAPE5968@gmail.com
Don Seaford	3330 WILLIAMSBURG	550-566-9676	—
Lee & Terri Williams	3700 Mountain Drive	667-1279	—
Ametta Zeman	4166 Cripple Creek	776 9991	azwoman99@yahoo.
Neil & Kara Pappas	3555 Pinecliff	970-227-0191	Kdietz1231@yahoo.
Thomas Muehlbauer	2570 carbondale st	970-313-7210	muehlbauer.co@gmail.com
George Ligotke	3265 Crowley Cir	970-667-9336	georgeligotke@gmail.com
Coleen Ligotke	3265 Crowley Circle	970-690-1732	coleen@coleenligotke.com
Susan Ballew	3220 Champion Cir.	970-980-7450	sballew1@gmail.com
Elizabeth & James Garcia	3071 Sanford Cir	970-581-8142	lizkgarcia@hotmail.com
PETER SCHODN	2688 Eldorado Spgs Dr.	663-0431	

# Neighborhood Meeting Sign-In Sheet

Project: Lee Farm Addition – The Villages at Lee Farm



VALERIAN

Name	Address	Phone	E-Mail
Klaus Wolf	2742 LOVELAND TABERNASH DR.	970 - 663-7614	WOLFKITW@MSN.COM
Pamela Bernier	3620 Carbondale	301-364- 7476	
GREGG BLACK	2661 W 36 <sup>TH</sup> ST	970-233-1824	
TOM & CAROL JANS	3405 ATWOOD CT	970-667-0059	
RUTH ANN LOUGHEY	3870 Carbondale St	303-854-4737	
Leroy & Terry Cline	2676 Lockbuie Cir	970 - 310-1227	terryandleroy@gmail.com
EUGENE COTE	4172 ROCKVALE DR.	970 667-9717	
Dee Mercier	4135 LaVeta Dr	970- 669-0011	
Coby Nicks	3431 Windsor Ct.	970-231-8053	
Michael Moree	3007 Sanford Ct.	970-397-8033	CJMoree@ MSN.COM
DONNA & ARV SCHMIDT	2959 " "	970-461-8378	ArvSchmidt@aol.com
Jim & Jill Dillon	3251 Springfield Dr.	620-546-1792	jimdillon@hotmail.com
Dale & John Ke	2580 Lockbuie Cir	970-669-8737	
Rich & Pam Spaul	3194 Williamsburg St	970-667-1888	
Nita & Carlton Key	3356 Nederland Dr	970-292-8216	
Josh Cacka	3124 Williamsburg St	970-231-8367	



# VALERIAN

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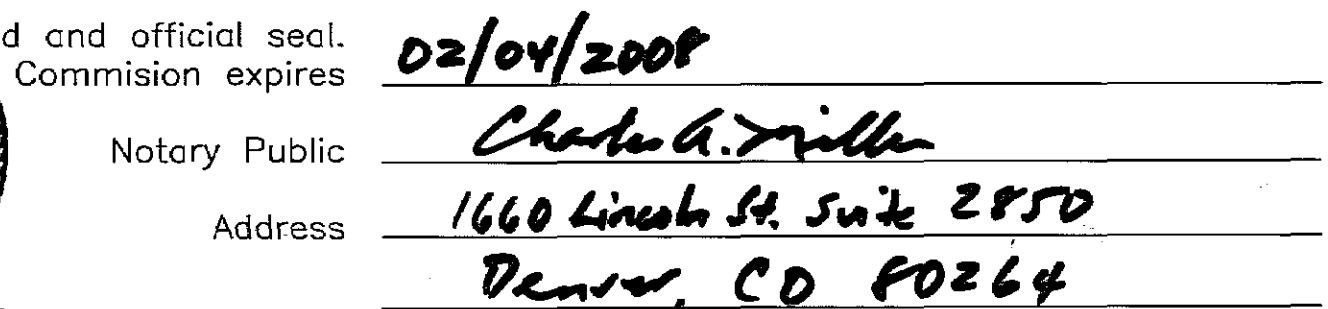


BEING AN GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69  
WEST OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

KNOW ALL MEN BY THESE PRESENT THAT: G.A. Lee Farm, LLC, being all the lawful record owners of the property shown on this Preliminary Development Plan, except any existing public streets, roads or highways, do hereby certify that we accept the conditions and restrictions set forth on said plan and in the conditions of approval by the City of Loveland, dated \_\_\_\_\_, and that we consent to the recording of any information pertaining thereto.

By Elizabeth R. Johnson  
Owner Manager

The foregoing instrument was acknowledged before me this 7th day of April, 2006 by Elizabeth R. Johnson as Manager of G. A. Lee Farm, LLC



## Planning Certification

Approved this 11<sup>th</sup> day of May, 2006 by the Current Planning Manager of the City of Loveland, Colorado.

Current Planning Manager

### Engineering Certification


Approved this 10<sup>TH</sup> day of MAY, 2006 by the City Engineering  
Division of the City of Loveland, Colorado.  
By: \_\_\_\_\_

Signature: C. W. [Signature] Title: SR. COUNCIL EN GENERAL

### Attorney Certification

Approved this 12<sup>th</sup> day of May, 2006 by the City Attorney of  
the City of Loveland, Colorado.

eland, Colorado.

  
City Attorney


### Planning Commision Certification


Approved this 12<sup>TH</sup> day of MAY, 2006 by the City Planning  
Commission of the City of Loveland, Colorado.

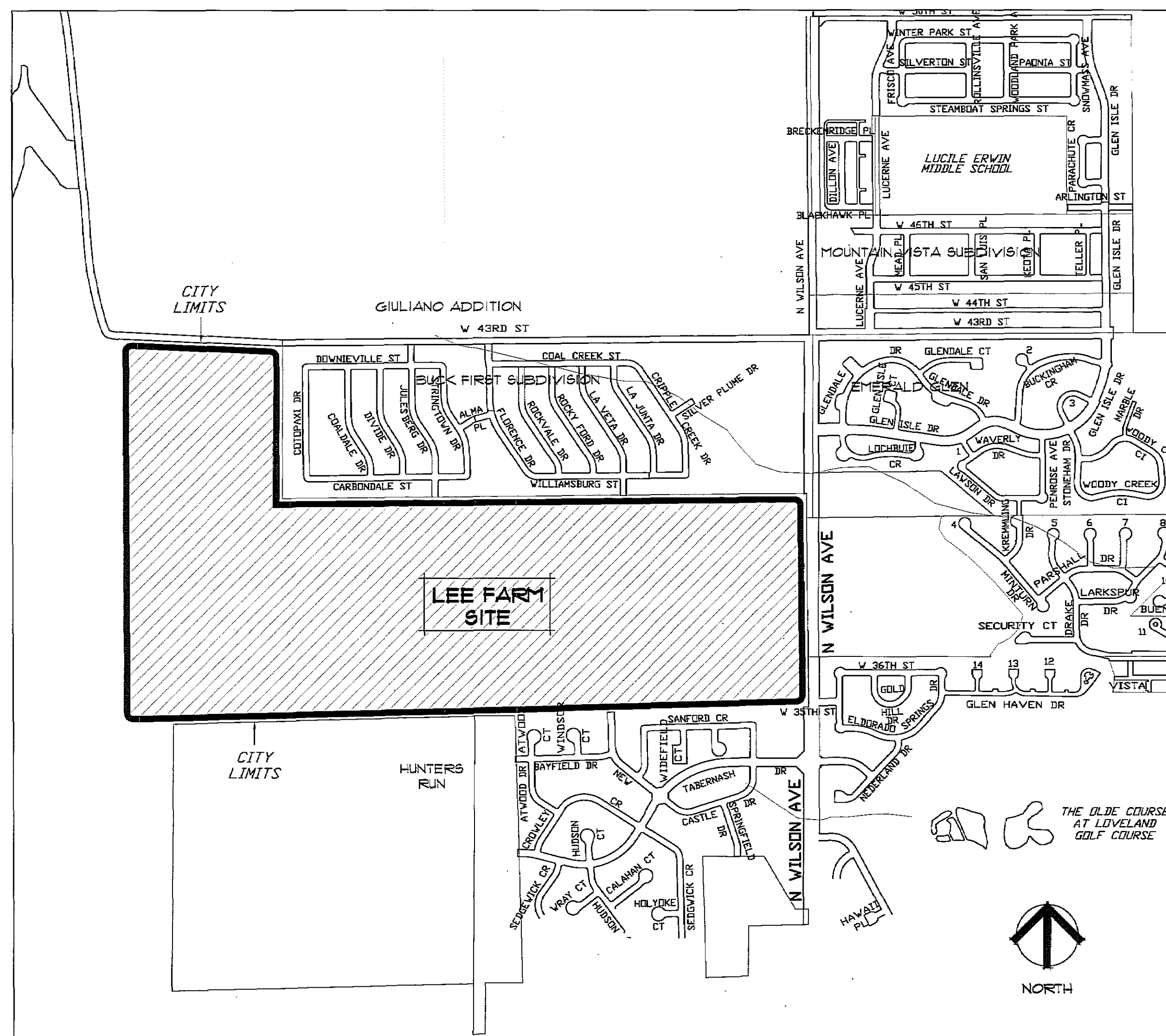
Kay Schuch  
Chairperson

**City Council Certification.**

Approved this 21<sup>st</sup> day of February, 2006 by the City Council of  
the City of Loveland, Colorado.

  
Mayor

  
Attest



VICINITY MAP NTS

**LAND USE INFORMATION TABLE:**

				SQUARE FEET (AREA)	ACRES (AREA)
TOTAL SITE AREA				10,751,116	246.8
AREA	ACRES	PROPOSED USE	PROPOSED UNITS	MAXIMUM GROSS DENSITY	
A	72.5	CONDOS, PATIO HOMES, TWO-FAMILY AND ATTACHED SINGLE FAMILY	480	8 DWELLING UNITS/ACRE	
B1, B2, B3, B4	64.0 TOTAL	DETACHED RESIDENTIAL	320	4-6 D.U./ACRE*	
C1	33.2	DETACHED RESIDENTIAL	116	3.5 D.U./ACRE	
C2	2.0	CONVENIENCE COMMERCIAL			
CC	10.0	COMMUNITY CENTER			
D1, D2	67.1 TOTAL	LARGE LOT RESIDENTIAL	135	2 D.U./ACRE	
E1	0.9	OPEN SPACE, WETLANDS			
			1,051 DU TOTAL		
OVERALL GROSS DENSITY OF THE DEVELOPMENT				4.25 D.U./ACRE	

\* SEE SHEET 2 of 7

POLICE/FIRE:	City of Loveland
SCHOOLS:	Thompson School District R2-J
PARKS & OPEN SPACE:	City of Loveland
WATER:	City of Loveland
SANITARY SEWER:	City of Loveland
ELECTRIC:	City of Loveland
NATURAL GAS:	Xcel Energy
TELEPHONE:	Qwest Communications
CABLE:	Comcast Communications
DRAINAGE:	City of Loveland

OWNER/DEVELOPER: 240 PARTNERS, LLC  
c/o Robert S. Dildine  
2690 Joyce Street  
Golden, CO  
(303) 278-8736

PLANNER: THOMAS E. HONN, AICP  
THinc.  
1601 Quail Hollow Drive  
Fort Collins, CO 80525  
(970) 223-1961

ARCHITECT/  
LANDSCAPE ARCHITECT: KENNEY & ASSOCIATES, LLC  
209 East Fourth Street  
Loveland, CO. 80537  
970-663-0548  
970-669-2384 fax

CIVIL ENGINEER: SHEAR ENGINEERING CORPORATION  
4836 South College Avenue  
Fort Collins, CO 80525  
(970) 226-5334

SURVEYOR: INTERMILL LAND SURVEYING  
1301 North Cleveland Avenue  
Loveland, CO 80537  
(970) 669-0516

**SHEET INDEX:**

SHEET 1	COVER/SIGNATURE/VICINITY MAP
SHEET 2	PRELIMINARY OVERALL SITE PLAN
SHEET 3	NARRATIVE
SHEET 4	NARRATIVE
SHEET 5	NARRATIVE & CONCEPTS
SHEET 6	NARRATIVE & CONCEPTS
SHEET 7	PRELIMINARY UTILITY & GRADING PLAN

[illegible]

Revisions	City Comments
A	8-15-05 City Comments
B	10-18-05 City Comments
A	11-21-05 City Comments

**kenney  
associates**  
ARCHITECTS LLC

# LEE FARM ADDITION GENERAL DEVELOPMENT PLAN

date 04/06/2006  
 drawn by  
 checked by  
 COVER/SIGNATURE  
 VICINITY MAP

sheet  
**1**  
of **7**

(970) 663-0548

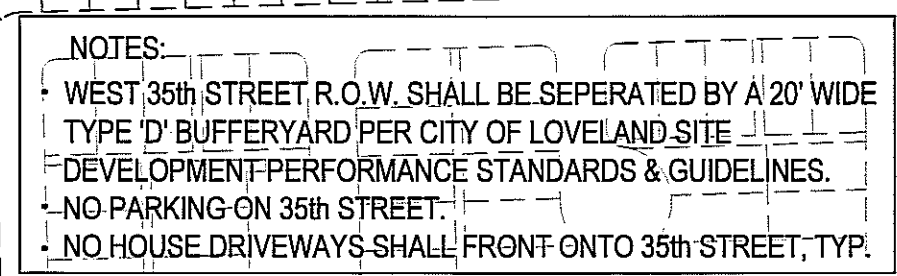
LOVELAND COLORADO

05-018 Loveland, Colorado

2

BEING AN GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69  
WEST OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

**NOTE:**  
ALL ACCESS POINTS, ROADWAYS AND ROADWAY ALIGNMENTS ARE CONCEPTUAL. ACTUAL ALIGNMENT OF ROADWAYS AND LOCATIONS OF ACCESS POINTS ARE TO BE DETERMINED AT A TIME OF FUTURE DEVELOPMENT PROPOSALS.



0 200' 300' 400'

SCALE 1" = 200'-0"

TRUE NORTH

■ revisions  
 ▲ 8-15-25 City Comments  
 ▲ 10-12-25 City Comments  
 ▲ 11-21-25 City Comments

( 9 7 0 ) 6 6 3 - 0 5 4 8  
 ARCHITECTS LLC

LEE FARM ADDITION  
GENERAL DEVELOPMENT PLAN

DATE 04/05/2026  
DRAWN DB  
CHECKED TH  
JOB NO. 03-202

**PRELIMINARY**  
**OVERALL SITE PLAN**

Love land. Colora

sheet  
**2**  
of **7**



BEING AN GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69  
WEST OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

### Location and Existing Conditions

### Development Concept

### Development Objectives

### Phasing

### **Utilities/Public Facilities**

## Definitions

### General Provisions.

### Definitions of Words, Terms, and Phrases.

### Land Use Information Table

**Development Districts-Residential ( Areas A, B1, B2, B3, C1, D1, and D2)**

### Permitted Uses.

### Density/Intensity

### Development Districts-Community Center (Area CC)

### Permitted Uses.

### Development Districts-Convenience Commercial (Area C2)

### 1. Size of Development

**Normative Guideline.** Forms

### Accessory and Temporary Uses:

**Total Site Area: 246.8 Acres (10,751,116 Sq.Ft.)**

### Area A

**Gross Density – 6.6 Dwelling Units/Acre (DU/Acre)**

### Areas B1, B2, B3

**Gross Density – 5.7 DU/Acre**

**Area C1**  
**Units 155**

### Gross Density

**Area D1, D2**  
**Units 135**

**Gross Density – 2.0 DU/Acre**

**Total Units = 1,100**

### Design Standards

### Landscaping, Buffer yards, and Screening

### B. Landscape Materials.

a. All landscape materials shall be locally sourced.

a. Deciduous trees that

### C. Height and Location.

a. Plants, which will

Utility	Minimum Dis
---------	-------------

#### D. Irrigation, Maintenance, and Soils.

## 2. Normative Guidelines.

### E. Landscape Design.

#### F. Screening of Unsightly Areas.

a. The preferred method

GDP RESUBMITTAL DATE APRIL 6, 2005







# LEE FARM ADDITION GENERAL DEVELOPMENT PLAN

BEING AN GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69  
WEST OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

## GDP NARRATIVE

### Temporary Uses (continued)

- G. Modifications.** Changes or modifications to a temporary use permit shall require the submittal of a new application, paying of all application review fees, and approval of a new temporary use permit, except that the Director may authorize minor variations in the location of structures or improvements caused by engineering or other unforeseen difficulties. Such changes or modifications authorized by the Director shall not modify the character or use of an approved temporary use permit. The Director may require the applicant to submit a revised Site Plan.
- H. Appeals.** The applicant for a temporary use permit may appeal decisions of the Director to the Planning Commission in accordance with the provisions of the City Code.
- I. Enforcement.**
- It shall be unlawful for the owner of any property subject to temporary use permit issued by the City to allow such use to be operated in any manner other than in compliance with such permit and the standards set forth in this section.
  - The applicant for all uses subject to the requirements of this section and for which a temporary use permit has been issued by the City shall display such permit in a manner making such permit readily visible. If such permit is not displayed in accordance with this requirement, the City may require the immediate termination and removal of the temporary use and all appurtenances associated with such use.

### Accessory Buildings, Structures, and Uses.

- A. General Standards.** Accessory buildings, structures, and uses shall meet the following general standards:
- Any accessory building, structure, or use shall be clearly subordinate in area, extent, and intensity and incidental to the principal use on a lot.
  - Any accessory building, structure, or use shall be located on the same lot as the principal use.
  - Any accessory building, structure, or use shall be customary in connection with the principal use and ordinarily located on the same lot as the principal use.
- B. Examples.** Accessory buildings, structures, and uses shall include, but not be limited to, the following:
- Home occupations;
  - Private swimming pools, recreation facilities, and clubhouses;
  - Family foster care for up to four (4) children unrelated to the caretaker for regular twenty-four-hour care, provided that such children are received from any state-operated institution for child care or from any child placement agency as defined in Section 26-6-102(2), C.R.S.;
  - Private tennis courts;

### Yards.

#### A. Restrictions and Allowances.

- Except as provided in paragraph (2), below, no building, structure, or parking lot shall be located within any yard required pursuant to this section.
- The following structures and features may be located within a required yard:
  - Trees, shrubbery or other features of natural growth;
  - Fences, hedges, and walls;
  - Driveways and sidewalks;
  - Signs;
  - Bay windows, architectural design embellishments and cantilevered floor areas that do not project more than two (2) feet into the required yard or setback, are not more than ten (10) feet in length, and do not encroach into a public easement;
  - Eaves that do not project more than three (3) feet into the required yard or setback;
  - Open outside stairways, entrance hoods, terraces, canopies and balconies that do not project more than five (5) feet into a required front or rear yard or setback and not more than two (2) feet into a required side yard or setback, provided they do not encroach into a public easement;
  - Chimneys, flues and residential ventilating ducts that do not project more than two (2) feet into a required yard or setback, are not placed so as to obstruct light and ventilation, and do not encroach into a public easement;
  - Utility lines, wires and associated structures.
  - Parking lot ingress and egress drives.
- When an existing yard is reduced as a result of conveyance for a public use and the remaining yard is at least seventy-five (75) percent of the required minimum, then the yard remaining shall be deemed to be in compliance with the minimum requirements for such yard.
- In the case of corner lots, the owner shall designate the front lot line for purpose of establishing the front yard for buildings and structures. Once designated, any change in the designation may be permitted only as part of an approved redevelopment application. No such change in designation shall be approved that creates nonconforming buildings or structures with respect to encroachments into yards.
- Solar energy devices, including but not limited to, overhangs, movable insulating walls and roofs, detached solar collectors, sun reflectors and piping, may extend not more than three (3) feet into a required yard.
- To maximize the amount of open space on a lot and allow beneficial use of property, the Director may approve a reduction, up to a twenty (20) percent, in the width of a yard, provided the Director finds that adequate light and air are preserved to adjoining properties, the fire protection standards for non-rated structures are met, and open space and property values are maintained. Any reduction greater than twenty (20) percent of the width otherwise required shall be subject to approval of a variance per the City Code.

### Setback Table

Type	Setback		
	Front	Rear	Side
Single Family Detached	20'*	15'*	5'*
Two Family Dwellings	20'*	15'*	5'*
Attached Single Family	20'*	15'*	5'*

\* See exceptions below.

### B. Residential Yard Requirements.

#### 1. Single Family Detached Dwellings.

- Front.** The minimum front yard shall be fifteen (15) feet, except that the front yard shall be twenty (20) feet for garages where a vehicle access door faces the front street.
- Rear.** The rear yard for principal buildings and accessory buildings exceeding twelve (12) feet in height shall be fifteen (15) feet. The rear yard shall be five (5) feet for accessory buildings not exceeding 12 feet in height.
- Side.** The side yard shall be one (1) foot for each three (3) feet, or fraction thereof, of building height, but not less than five (5) feet. On corner lots the minimum side yard adjacent to the side street shall be fifteen (15) feet, except the minimum yard for a garage shall be twenty (20) feet where a vehicle access door faces the side street.

#### 2. Two-Family, Patio and Condominium Detached Dwellings.

- Front.** The minimum front yard shall be fifteen (15) feet, except that the front yard shall be twenty (20) feet for garages where a vehicle access door faces the front street. Where more than two (2) two-family dwellings are located adjacent to each other, the front yard dimension shall be varied by at least four (4) feet and no front yard shall be less than fifteen (15) feet.
- Rear.** The rear yard for principal buildings and accessory buildings exceeding twelve (12) feet in height shall be fifteen (15) feet. The rear yard shall be five (5) feet for accessory buildings not exceeding 12 feet in height. The rear yard for a garage not exceeding 12 feet in height and located adjacent to an alley shall be ten (10) feet.
- Side.** Zero lot lines shall be permitted within patio home areas, provided that at the time of preliminary plat, ten foot side lot utility easements are provided to ensure meter locations and underground utility lines may be located as desired by the Power Department of the City of Loveland. In addition, shrubs, trees, fences, driveways, and other features that will interfere with the trenching or maintenance of the utility lines may not be located within the utility easement area. Eaves, window wells and other architectural features may not extend into the utility easement area or over property lines. The City of Loveland shall not be responsible for repair or replacement of any of the items listed above in order to install or repair utility lines and associated equipment within these utility easement areas. Zero lot lines shall not be permitted on exterior lot lines.

#### 3. Single Family Attached Dwellings and Condominiums.

- Front.** The minimum front yard shall be fifteen (15) feet, except that the front yard shall be twenty (20) feet for garages where a vehicle access door faces the front street and where more than two (2) single family attached dwellings are located adjacent to each other, the front yard dimension shall be varied by at least four (4) feet and no front yard shall be less than fifteen (15) feet.
- Other Yards.** For development plans containing more than fifteen thousand (15,000) square feet the minimum yard between any building and any boundary of the development plan shall be two (2) feet for each three (3) feet, or fraction thereof, of building height, but not less than fifteen (15) feet for principal buildings and accessory buildings, including garages. For development plans containing less than fifteen thousand (15,000) square feet the minimum yard between any building and any boundary of the development plan shall be one (1) foot for each three (3) feet, or fraction thereof, of building height, but not less than fifteen (15) feet for principal buildings and accessory buildings, including garages.

#### 4. Convenience Commercial.

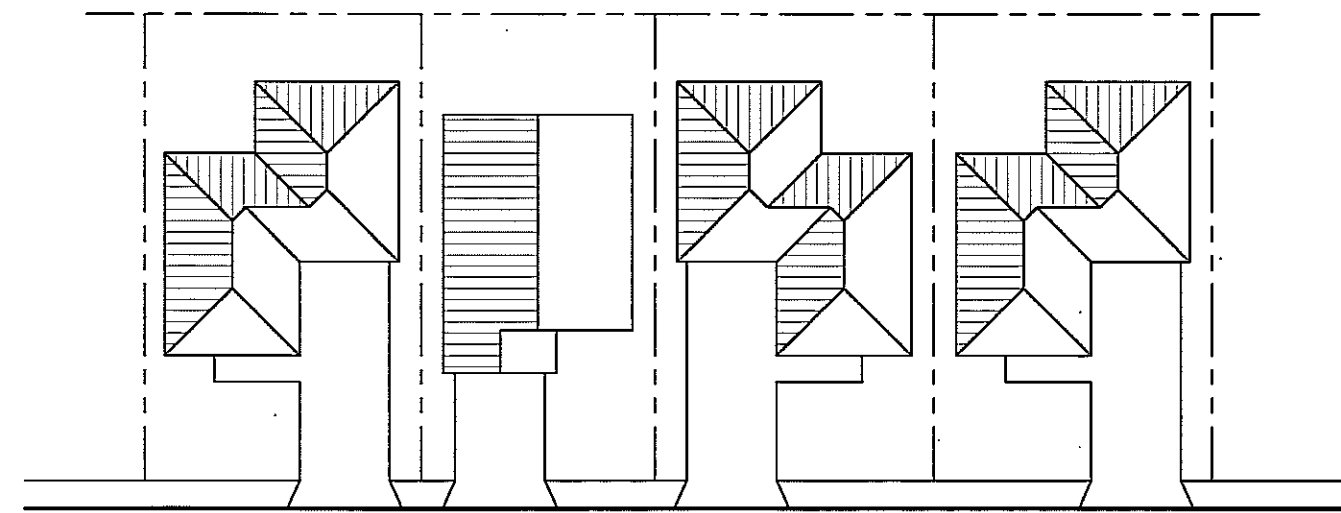
- The minimum distance of any building from a street right-of-way or zoning district boundary line shall be twenty (20) feet. The minimum distance of any building to an alley right-of-way or public alley easement boundary line shall be fifteen (15) feet.

### C. Non-Residential Yard Requirements.

- Exceptions.** The standards in this subsection (C) shall apply to all non-residential development.
- Standards.**
  - Arterial Street.** Minimum yard width shall be thirty-five (35) feet measured from an arterial street right-of-way.
  - Non-Arterial Street.** Minimum yard width shall be twenty-five (25) feet measured from a non-arterial street right-of-way.
  - Alley.** Minimum yard width shall be five (5) feet measured from an alley right-of-way or public alley easement.
  - Other Yards.** Minimum yards other than as set forth in paragraphs (a), (b), (c), and (d), above, shall be the greater of the following, except that there shall be no yard requirements adjacent to any portion of a lot line located between two commercial/retail uses:
    - Minimum of twenty (20) feet;
    - One (1) foot for every foot of building height.
  - Parking Lots.** Parking lots shall be setback a minimum of five (5) feet from the lot line of an adjacent non-residential uses and a minimum of twenty (20) feet from the lot line of an adjacent residential uses, other than a mixed-use residential dwelling, except that the setback shall be zero (0) feet along a lot line between buildings or uses with shared parking areas.

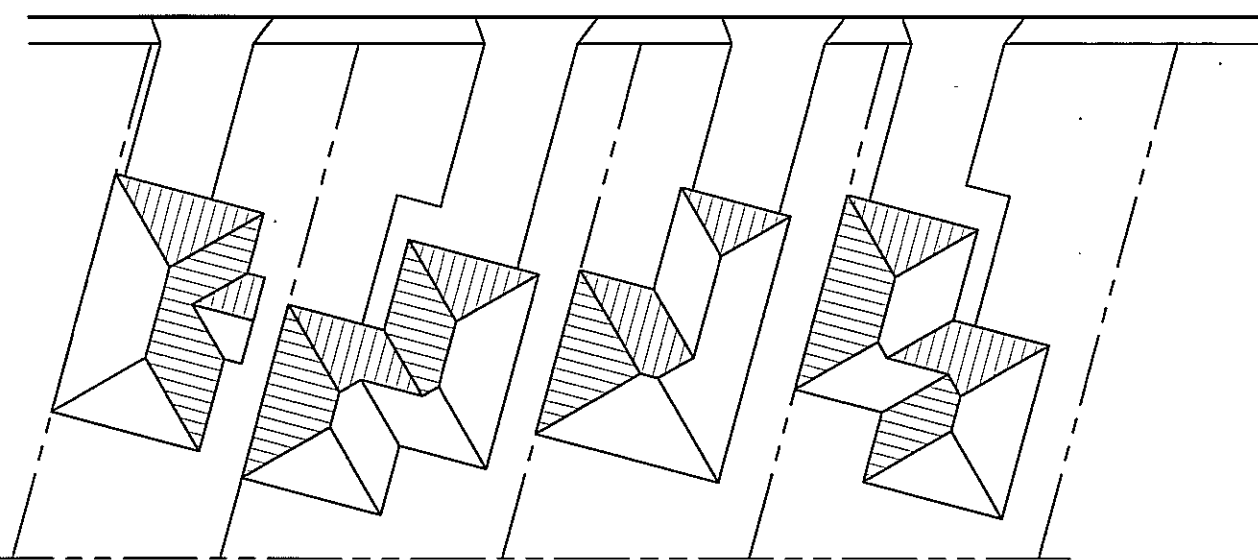
### Building Height.

Buildings shall utilize the building height regulations set forth in the Zoning Ordinance of the Loveland Municipal Code.



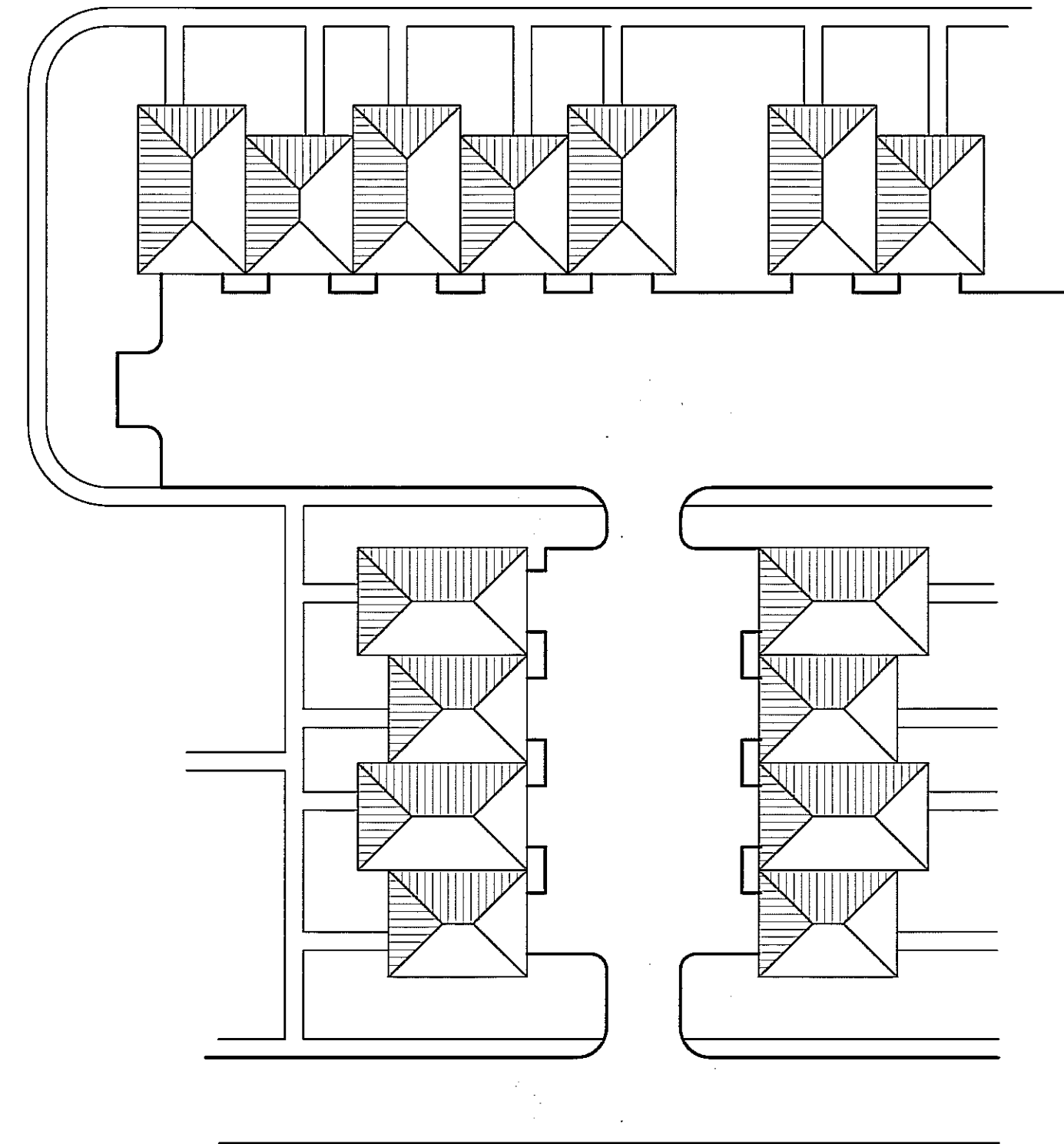
PATIO HOME (CONDO)  
CONCEPT

NO SCALE



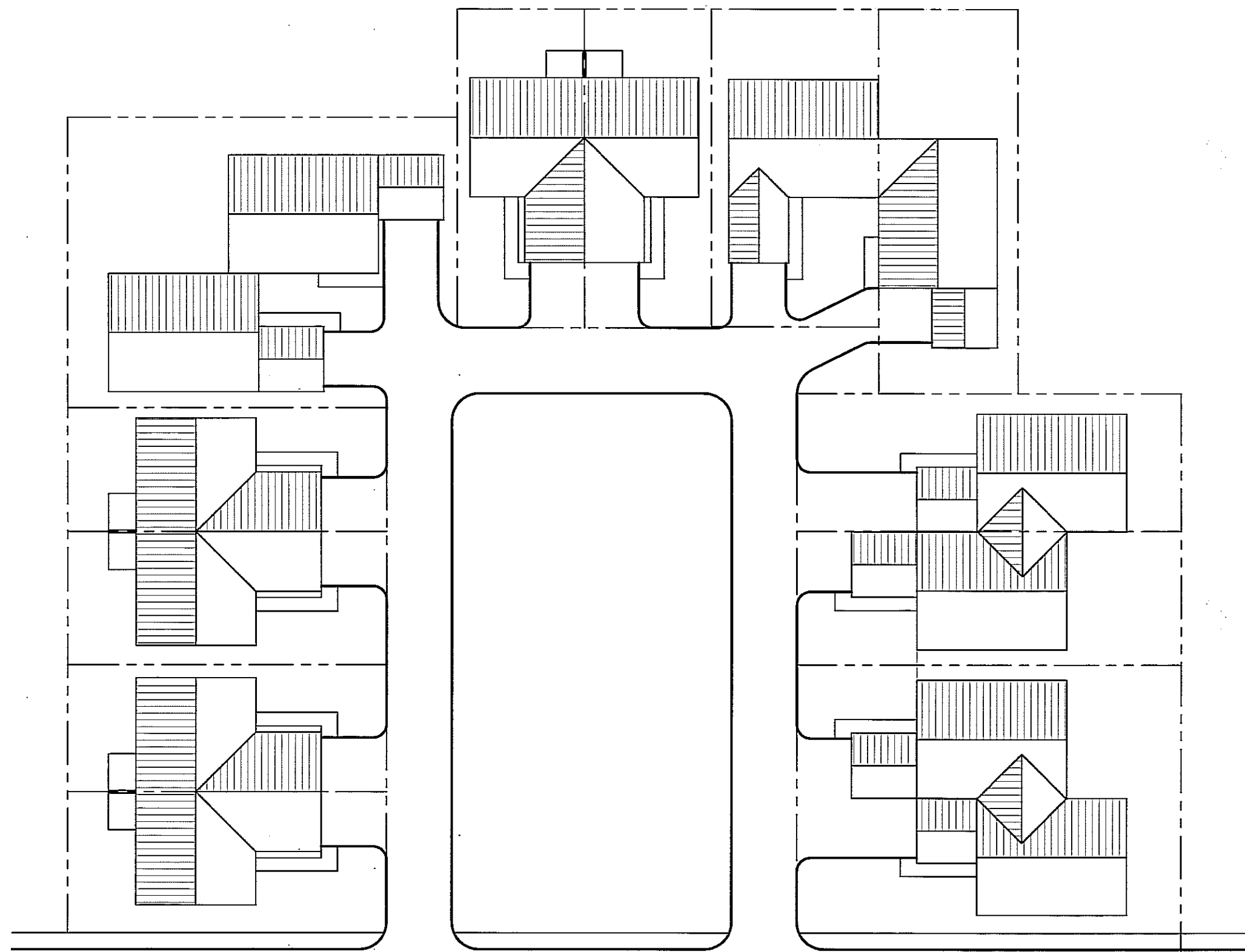
PATIO HOME (CONDO)  
ZERO LOT CONCEPT

NO SCALE



ATTACHED SINGLE FAMILY OR  
CONDOMINIUM CONCEPT

NO SCALE



TWO-FAMILY DWELLING CONCEPT

NO SCALE

kenney  
associates  
ARCHITECTS LLC

LEE FARM ADDITION  
GENERAL DEVELOPMENT PLAN

LOVELAND

COLORADO

L o v e l a n d • C o l o r a d o

REVISIONS  
A-1 8-15-05 City Comments  
A-2 10-12-05 City Comments  
A-3 11-21-05 City Comments

sheet  
5  
of 7

GDP RESUBMITTAL DATE APRIL 6, 2006



BEING AN GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69  
WEST OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

## Power

- ## Water/Wastewater

- ### Storm water

- ## Fire Prevention

- ## Parks and Recreation

- ## Engineering

- ## Site Lighting

- ### Current Planning

- 
- The site plan illustrates a residential development along Cascade Avenue. The plan features several lots, some of which are designated as 'OPEN SPACE'. A note indicates a 'MINIMUM LOT SIZE 10,000 SQ. FT. TYP.' with an arrow pointing to a specific lot. The layout includes a central road and various lot configurations, some with circular features.


MINIMUM LOT SIZE  
10,000 SQ. FT. TYP.

## NO SCALE



## GDP RESUBMITTAL DATE APRIL 6, 2006

[illegible]

kenney  associates

revisions

1 8-15-05 City Comments

2 10-18-05 City Comments

3 11-21-05 City Comments

**LEE FARM ADDITION  
GENERAL DEVELOPMENT PLAN**

■ **DATE** 04/06/2006  
 ■ **DRAWN BY**  
 ■ **CHECKED BY**  
 ■ **JOB NO.** 05-010

sheet  
**6**  
of **7**

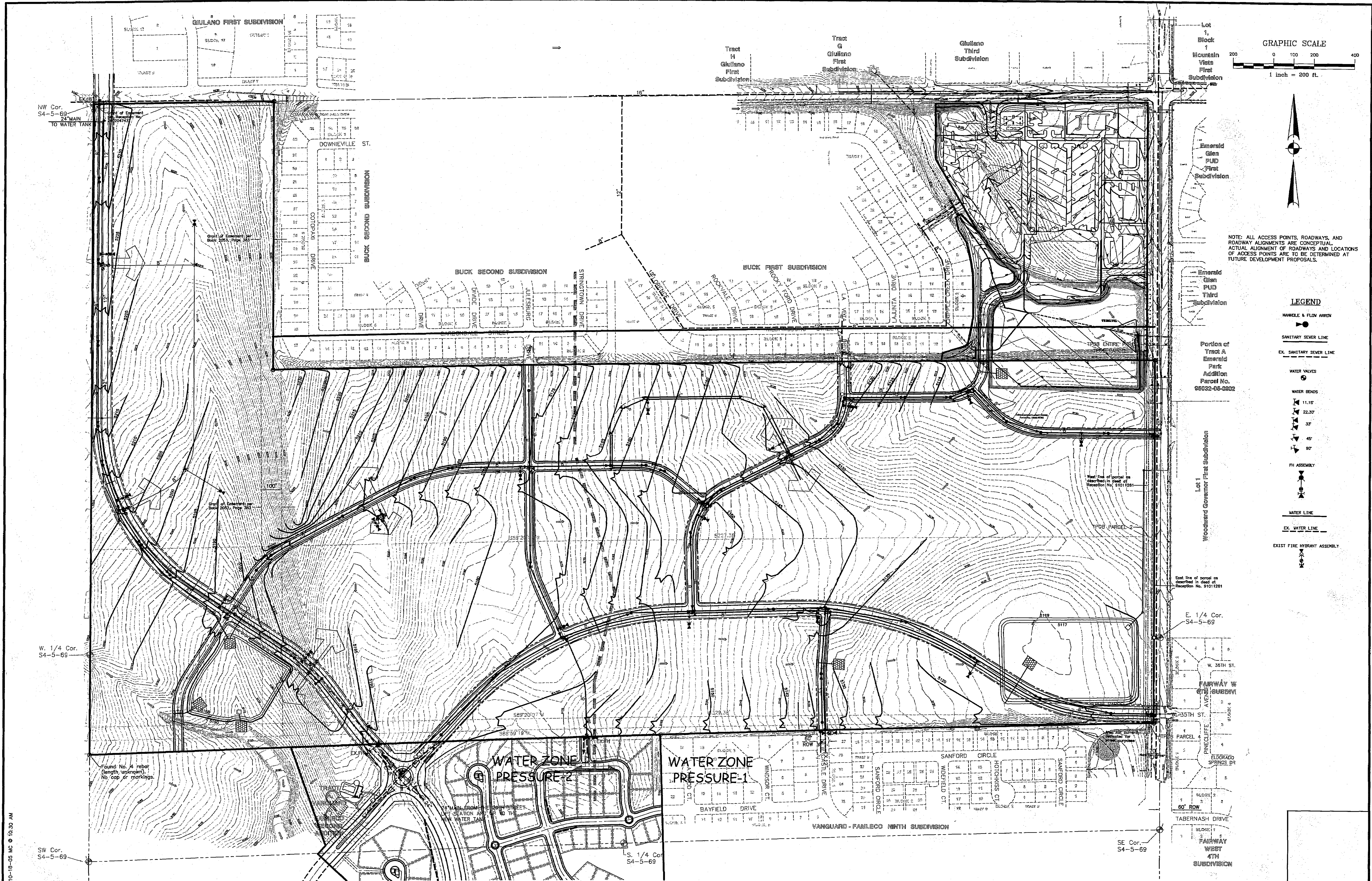
Loveland, Colorado

LOVELAND

**COLORADO**

(970) 663-0548



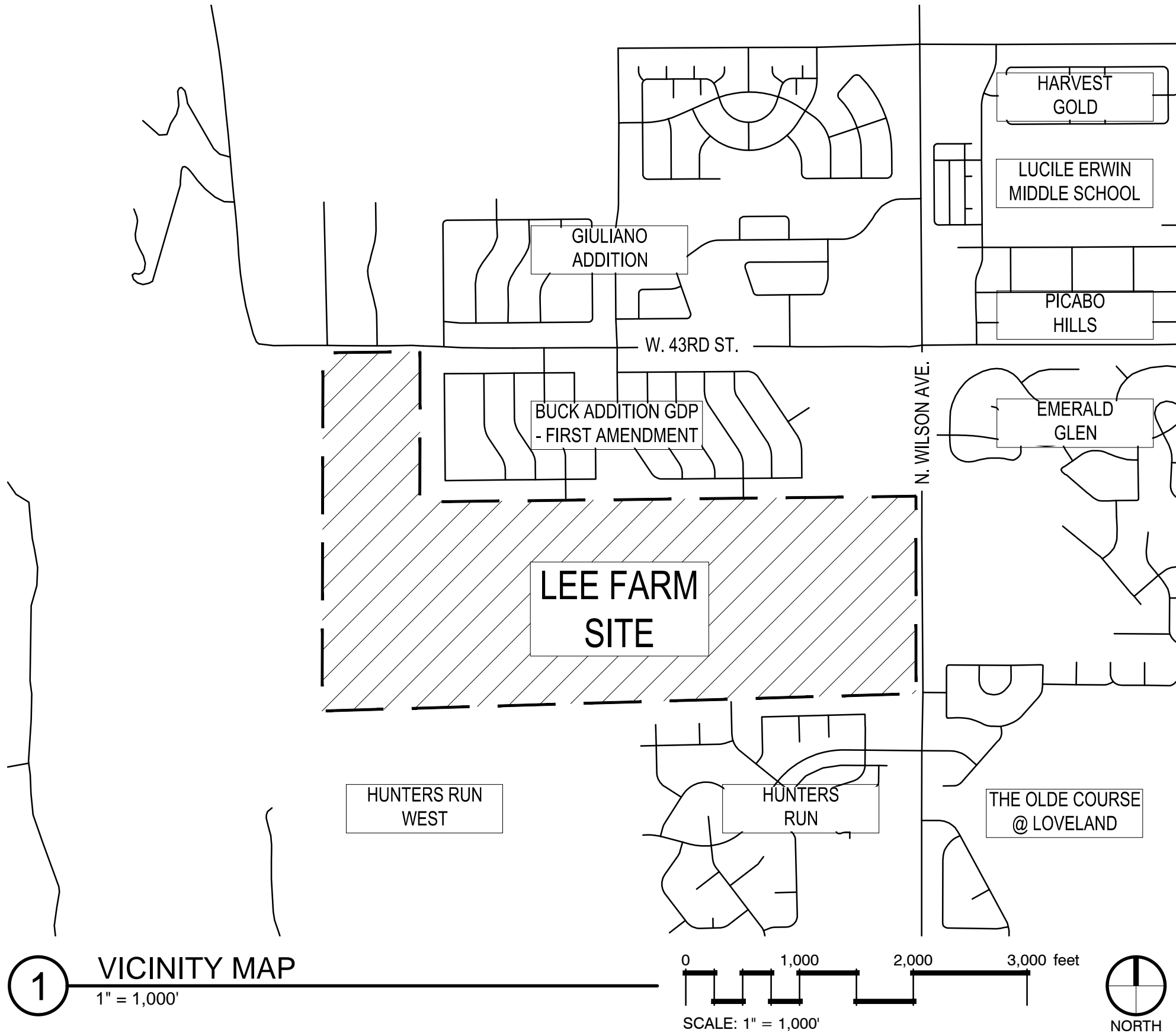


<b>REVISIONS</b> Date _____ By _____ Description _____ Date _____ By _____ Description _____ Date _____ By _____ Description _____			Date <u>OCTOBER, 2005</u> Drawn <u>D.M.C.</u> Field Book _____ Checked <u>B.W.S.</u> Scale <u>1" = 200'</u> Approved <u>B.W.S.</u>		CLIENT <b>240 PARTNERS, LLP</b>		SHEAR ENGINEERING CORPORATION 4836 SO. COLLEGE AVE, SUITE 12, FORT COLLINS, COLORADO 80525 PHONE: (970) 226-5334 (970) 226-4451 FAX: (970) 282-0311		PRELIMINARY UTILITY PLAN <b>LEE FARM</b> LOVELAND, COLORADO		PROJECT NO. <b>2150-01-05</b> MULT-2.DWG		SHEET NO. <b>7</b> NO. OF SHEETS <b>7</b>	
---	--	--	--	--	------------------------------------	--	---	--	---	--	--	--	--	--



LEE FARM ADDITION  
GENERAL DEVELOPMENT PLAN - AMENDMENT ONE  
THE VILLAGES AT LEE FARM

BEING A GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69 WEST  
OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO



LEGAL DESCRIPTION

LEGAL DESCRIPTION TEXT:

THAT PORTION OF LEE FARM ADDITION, ACCORDING TO THE ANNEXATION MAP THEREOF  
RECORDED MAY 6, 2006 IN THE REAL PROPERTY RECORDS OF THE OFFICE OF THE CLERK AND RECORDER OF LARIMER COUNTY,  
COLORADO AT RECEPTION NO. 20060042451 AND BEING SITUATE IN SECTION 4, TOWNSHIP 5 NORTH, RANGE 69 WEST OF THE 6TH P.M.,  
TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
CONSIDERING THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 4 AS BEARING SOUTH 00°00'27" WEST AND WITH ALL  
BEARINGS CONTAINED HEREIN RELATIVE THERETO:

BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 4; THENCE ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID  
SECTION 4 SOUTH 00°00'27" WEST 1320.00 FEET TO A POINT ON THE EASTERLY PROLONGATION OF THE NORTH LINE OF LEE FARM  
ADDITION TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO; THENCE ALONG SAID EASTERLY PROLONGATION OF  
THE SOUTH LINE OF SAID LEE FARM ADDITION AND ALONG THE NORTH LINE OF SAID LEE FARM ADDITION SOUTH 89°20'42" WEST 70.00  
FEET, MORE OR LESS, TO A POINT ON THE WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN DEED AT RECEPTION NO.  
2006-0030651, RECORDS OF SAID COUNTY AND THE TRUE POINT OF BEGINNING; THENCE DEPARTING SAID NORTH LINE OF SAID LEE  
FARM ADDITION AND ALONG SAID WEST LINE OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN DEED AT RECEPTION NO.  
2006-0030651 SOUTH 00°00'27" WEST 1356.50 FEET AND AGAIN SOUTH 00°01'10" WEST 409.11 FEET; THENCE DEPARTING SAID WEST LINE  
OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN DEED AT RECEPTION NO. 2006-0030651 NORTH 88°59'19" EAST 40.01 FEET, MORE OR  
LESS, TO A POINT ON THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN DEED AT RECEPTION NO. 91011261, RECORDS  
OF SAID COUNTY; THENCE ALONG THE SOUTHERLY PROLONGATION OF THE EAST LINE OF SAID CERTAIN PARCEL OF LAND AS  
DESCRIBED IN DEED AT RECEPTION NO. 91011261 SOUTH 00°01'10" WEST 9.54 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF  
SAID LEE FARM ADDITION; SAID SOUTHEAST CORNER OF SAID LEE FARM ADDITION ALSO BEING A POINT ON THE EASTERLY  
PROLONGATION OF THE NORTH LINE OF THE PLAT OF VANGUARD-FAMLECO NINTH SUBDIVISION TO THE CITY OF LOVELAND, COUNTY OF  
LARIMER, STATE OF COLORADO; THENCE DEPARTING SAID EAST LINE OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN DEED AT  
RECEPTION NO. 91011261 AND ALONG SAID EASTERLY PROLONGATION OF THE NORTH LINE OF THE PLAT OF VANGUARD-FAMLECO NINTH  
SUBDIVISION AND ALONG THE NORTH LINE OF THE PLAT OF VANGUARD-FAMLECO NINTH SUBDIVISION AND ALONG THE NORTH LINE OF  
TRACT C, VANGUARD-FAMLECO EIGHTH SUBDIVISION TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO AND  
ALONG THE NORTH LINE OF TRACT A, VANGUARD-FAMLECO SECOND ADDITION TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE  
OF COLORADO AND ALONG THE SOUTH LINE OF SAID LEE FARM ADDITION SOUTH 88°20'18" WEST 5261.56 FEET, MORE OR LESS, TO THE  
SOUTHWEST CORNER OF SAID LEE FARM ADDITION; SAID SOUTHWEST CORNER OF SAID LEE FARM ADDITION ALSO BEING A POINT ON  
THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 4 AND THE WEST LINE OF SAID LEE FARM ADDITION; THENCE  
DEPARTING SAID NORTH LINE OF SAID TRACT A, VANGUARD-FAMLECO SECOND ADDITION AND SAID SOUTH LINE OF SAID LEE FARM  
ADDITION AND ALONG SAID WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 4 AND ALONG SAID WEST LINE OF SAID LEE  
FARM ADDITION NORTH 00°08'28" EAST 488.64 FEET, MORE OR LESS, TO THE SOUTHWEST CORNER OF THE NORTHWEST CORNER OF  
SAID SECTION 4; THENCE THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 4 AND CONTINUING ALONG SAID WEST LINE  
OF SAID LEE FARM ADDITION NORTH 00°09'00" EAST 2679.81 FEET, MORE OR LESS, TO A POINT ON THE SOUTH LINE THAT CERTAIN  
PARCEL OF LAND AS DESCRIBED IN DEED AT RECEPTION NO. 2006-0030652, RECORDS OF SAID COUNTY; THENCE DEPARTING SAID WEST  
LINE OF THE NORTHWEST QUARTER OF SAID SECTION 4 AND DEPARTING SAID WEST LINE OF SAID LEE FARM ADDITION AND ALONG SAID  
SOUTH LINE THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN DEED AT RECEPTION NO. 2006-0030652 NORTH 89°20'42" EAST 891.97  
FEET, MORE OR LESS, TO A POINT ON THE WEST LINE OF THE PLAT OF BUCK SECOND SUBDIVISION TO THE CITY OF LOVELAND, COUNTY  
OF LARIMER, STATE OF COLORADO; THENCE DEPARTING SAID SOUTH LINE OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN DEED  
AT RECEPTION NO. 2006-0030652 AND ALONG SAID WEST LINE OF THE PLAT OF BUCK SECOND SUBDIVISION SOUTH 00°00'27" WEST  
1301.00 FEET, MORE OR LESS, TO THE SOUTHWEST CORNER OF SAID PLAT OF BUCK SECOND SUBDIVISION; THENCE ALONG THE SOUTH  
LINE OF SAID PLAT OF SAID BUCK SECOND SUBDIVISION AND ALONG THE SOUTH LINE OF THE PLAT OF SAID BUCK FIRST SUBDIVISION TO  
THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO AND ALONG THE SOUTH LINE OF THE PLAT OF BUCK FOURTH  
SUBDIVISION TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO NORTH 89°20'42" EAST 4319.99 FEET, MORE OR  
LESS, TO A POINT ON SAID WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN DEED AT RECEPTION NO. 2006-0030651 AND  
THE TRUE POINT OF BEGINNING.

LAND USE INFORMATION TABLE

			SQUARE FEET AREA	ACRES AREA
TOTAL SITE AREA			10,753,250	246.85
			APPROVED COMPREHENSIVE PLAN	PROPOSED AMENDMENT
LAND USE(S)			ER, LDR, MDR	ER, LDR, MDR
MINIMUM OPEN SPACE (OVERALL DEVELOPMENT)			15%	
AREA	ACRES	PROPOSED USE	PROPOSED UNITS	MAXIMUM GROSS DENSITY
A1, A2, A3, A4	35.11	SINGLE-FAMILY, PAIRED HOME, PATIO HOME, TOWNHOME, CONDOMINIUM RESIDENTIAL	250	351 DU, 10 DU/AC
B1, B2	150.24	SINGLE-FAMILY, PAIRED HOME, PATIO HOME RESIDENTIAL	500	601 DU, 4 DU/AC
C	52.45	SINGLE-FAMILY ESTATE RESIDENTIAL	70	105 DU, 2 DU/AC
D	9.05	NEIGHBORHOOD PARK, POOL, POOL/CLUB HOUSE	N/A	N/A
		OVERALL	820 DU, 3.45 DU/AC	1,057 DU, 4.28 DU/AC

\*SEE SHEET 2 - 'CONCEPTUAL SITE PLAN' FOR DISTRIBUTION OF LAND USES

SHEET INDEX

SHEET #	SHEET TITLE
1	COVER SHEET
2	CONCEPTUAL SITE PLAN
3	CONCEPTUAL UTILITY PLAN
4	PROJECT NARRATIVE
5	PROJECT NARRATIVE
6	PROJECT NARRATIVE
7	PROJECT NARRATIVE

SIGNATURE BLOCKS

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BY THE CURRENT PLANNING MANAGER  
OF THE CITY OF LOVELAND, COLORADO.

CURRENT PLANNING MANAGER

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BY THE CITY ENGINEER OF THE CITY OF  
LOVELAND, COLORADO.

CITY ENGINEER

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BY THE CITY ATTORNEY OF THE CITY  
OF LOVELAND, COLORADO.

CITY ATTORNEY

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BY THE CITY PLANNING COMMISSION  
OF THE CITY OF LOVELAND, COLORADO.

CHAIRPERSON

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BY THE CITY COUNCIL OF THE CITY OF  
LOVELAND, COLORADO.

MAYOR ATTEST

OWNERS CERTIFICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT: \_\_\_\_\_

BEING ALL THE LAWFUL RECORDED OWNERS OF THE PROPERTY SHOWN ON THIS LEE FARM GENERAL  
DEVELOPMENT PLAN, EXCEPT ANY EXISTING PUBLIC STREETS, ROADS, OR HIGHWAYS, DO HEREBY  
CERTIFY THAT I/WE ACCEPT THE CONDITIONS AND RESTRICTIONS SET FORTH ON SAID PLAN AND IN THE  
CONDITIONS OF APPROVAL BY THE CITY OF LOVELAND, DATED \_\_\_\_\_,  
AND THAT I/WE CONSENT TO THE RECORDATION OF ANY INFORMATION PERTAINING THERETO.

OWNER'S SIGNATURE(S)

LIENHOLDER'S SIGNATURE(S)

STATE OF COLORADO )  
 )SS  
COUNTY OF LARIMER )

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_,  
20\_\_\_\_, BY \_\_\_\_\_.

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES: \_\_\_\_\_.

NOTARY PUBLIC

PROJECT TEAM

OWNERS REPRESENTATIVE /DEVELOPER: (CONTACT PERSON)

TRUE LIFE COMPANIES  
c/o KATIE COOLEY  
5251 DTC PARKWAY  
SUITE 1175  
GREENWOOD VILLAGE, CO 80111  
PHONE - 303-810-2704  
EMAIL - kcooley@thetruelifecompanies.com

CONSULTANT: (PLANNING/LANDSCAPE ARCHITECTURE)

VALERIAN LLC  
c/o PAUL MCMAHON  
3001 BRIGHTON BLVD.  
SUITE 643  
DENVER, CO 80216  
PHONE - 303-347-1200  
EMAIL - paul@valerianllc.com

CONSULTANT: (CIVIL ENGINEER)

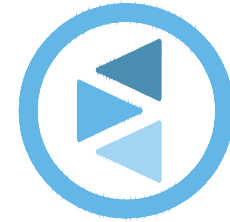
CWC CONSULTING GROUP  
c/o BRETT WOLLARD  
210 FRONT STREET  
CASTLE ROCK, CO 80104  
PHONE - 303-395-2700  
EMAIL - brettw@cwc-consulting.com

CONSULTANT: (TRAFFIC ENGINEER)

KELLAR ENGINEERING  
c/o SEAN KELLAR  
4741 CENTRAL STREET, SUITE 320  
KANSAS CITY, MO 64112  
PHONE - 970-219-1602  
EMAIL - skellar@kellarengineering.com

UTILITIES/PUBLIC FACILITIES

WATER: \_\_\_\_\_ CITY OF LOVELAND  
SEWER: \_\_\_\_\_ CITY OF LOVELAND  
ELECTRIC: \_\_\_\_\_ CITY OF LOVELAND  
NATURAL GAS: \_\_\_\_\_ EXCEL ENERGY  
TELEPHONE: \_\_\_\_\_ CENTURY LINK  
SCHOOLS: \_\_\_\_\_ THOMPSON SCHOOL DISTRICT R2-J  
PARKS: \_\_\_\_\_ CITY OF LOVELAND  
POLICE / FIRE: \_\_\_\_\_ CITY OF LOVELAND  
DRAINAGE: \_\_\_\_\_ CITY OF LOVELAND





LEGEND

SYMBOL

NOTES

PERIMETER SCREENING / BUFFERYARD AREAS

POSSIBLE PEDESTRIAN LINKAGES

LEE FARM ADDITION

GENERAL DEVELOPMENT PLAN - AMENDMENT ONE

THE VILLAGES AT LEE FARM

BEING A GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69 WEST OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

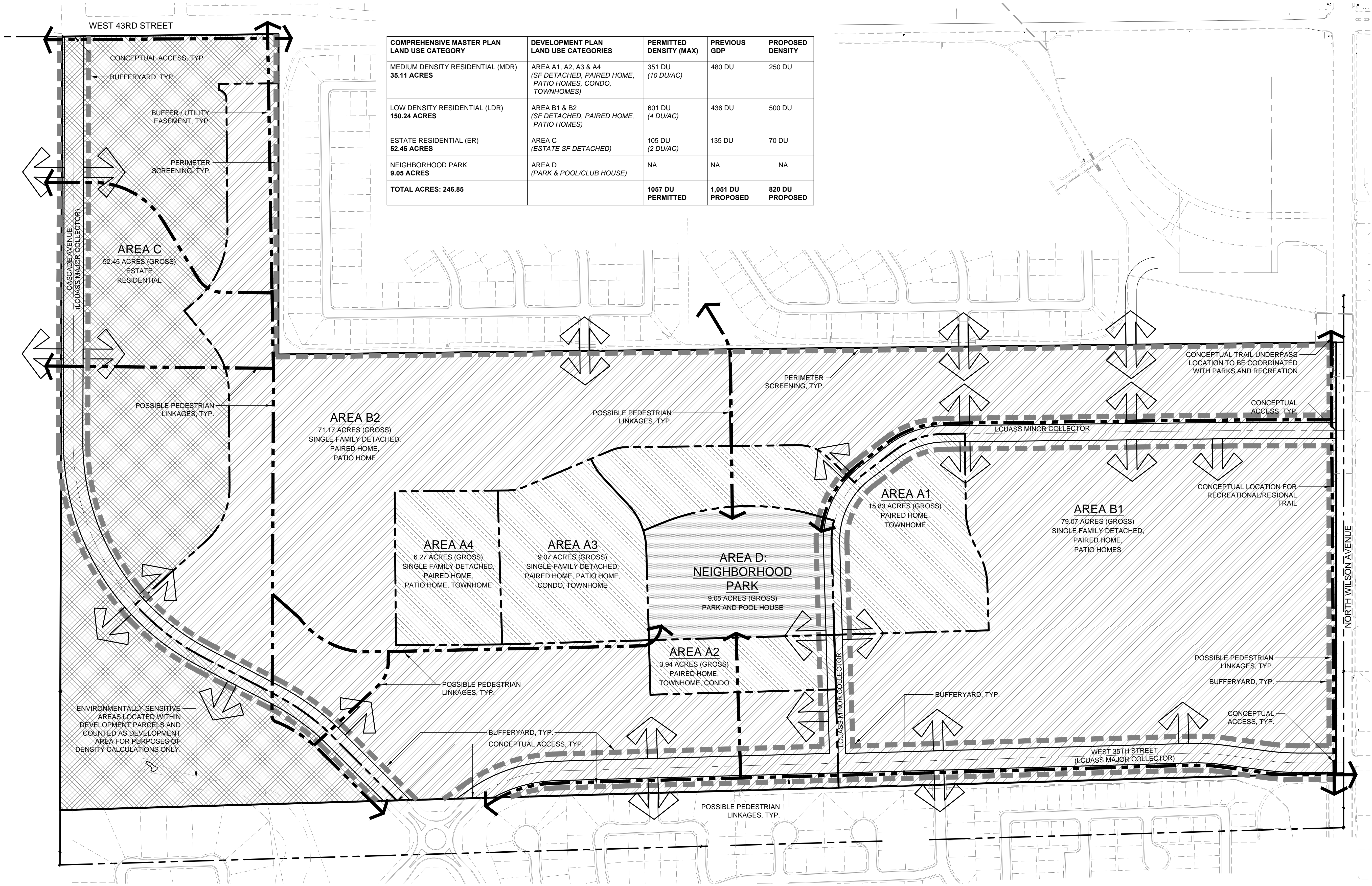
- NOTES:
1.

ALL ROADWAYS INCLUDING MAJOR COLLECTORS, MINOR COLLECTOR, AND LOCAL STREETS ARE TO BE DESIGNED TO LCUASS STANDARDS. LOVELAND SPECIFIC LCUASS STANDARDS ARE TO BE UTILIZED WHEREVER APPLICABLE.
2.

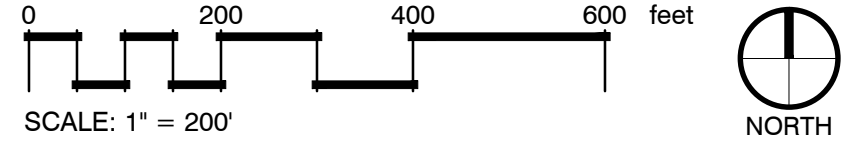
ALL ACCESS POINTS, ROADWAYS AND ROADWAY ALIGNMENTS ARE CONCEPTUAL. ACTUAL ALIGNMENT OF ROADWAYS AND LOCATIONS OF ACCESS POINTS ARE TO BE DETERMINED AT A TIME OF FUTURE DEVELOPMENT PROPOSALS.
3.

NO RESIDENTIAL DRIVEWAYS SHALL FRONT ONTO A MAJOR OR MINOR COLLECTOR STREET
4.

WEST 35TH STREET ROW SHALL BE SEPARATED FROM ADJACENT EXISTING DEVELOPMENT BY A LANDSCAPED BUFFERYARD.



1 CONCEPTUAL SITE PLAN



VALERIAN

Landscaping Architecture | Urban Design  
Irrigation Design | Planning

CONSULTING GROUP

CONSULTING GROUP

THE TRUE LIFE COMPANIES

THE TRUE LIFE COMPANIES

3001 Brighton Boulevard | Suite 643 | Denver, CO 80216

CWC CONSULTING GROUP  
1775  
CULVER STREET, SUITE 175  
GREENWOOD VILLAGE, CO 80111  
PHONE: 303.335.2700

PROJECT: CONCEPTUAL SITE PLAN

GENERAL DEVELOPMENT PLAN - AMENDMENT ONE

THE VILLAGES AT LEE FARM

LOVELAND, COLORADO

PROJECT # 15-005

DESIGNED BY: CK/PM

DRAWN BY: CK

CHECKED BY: PM

ORIGINAL DATE: MARCH 16, 2016

#	REVISION	DATE
1	CITY COMMENTS	5/28/16

SHEET #:

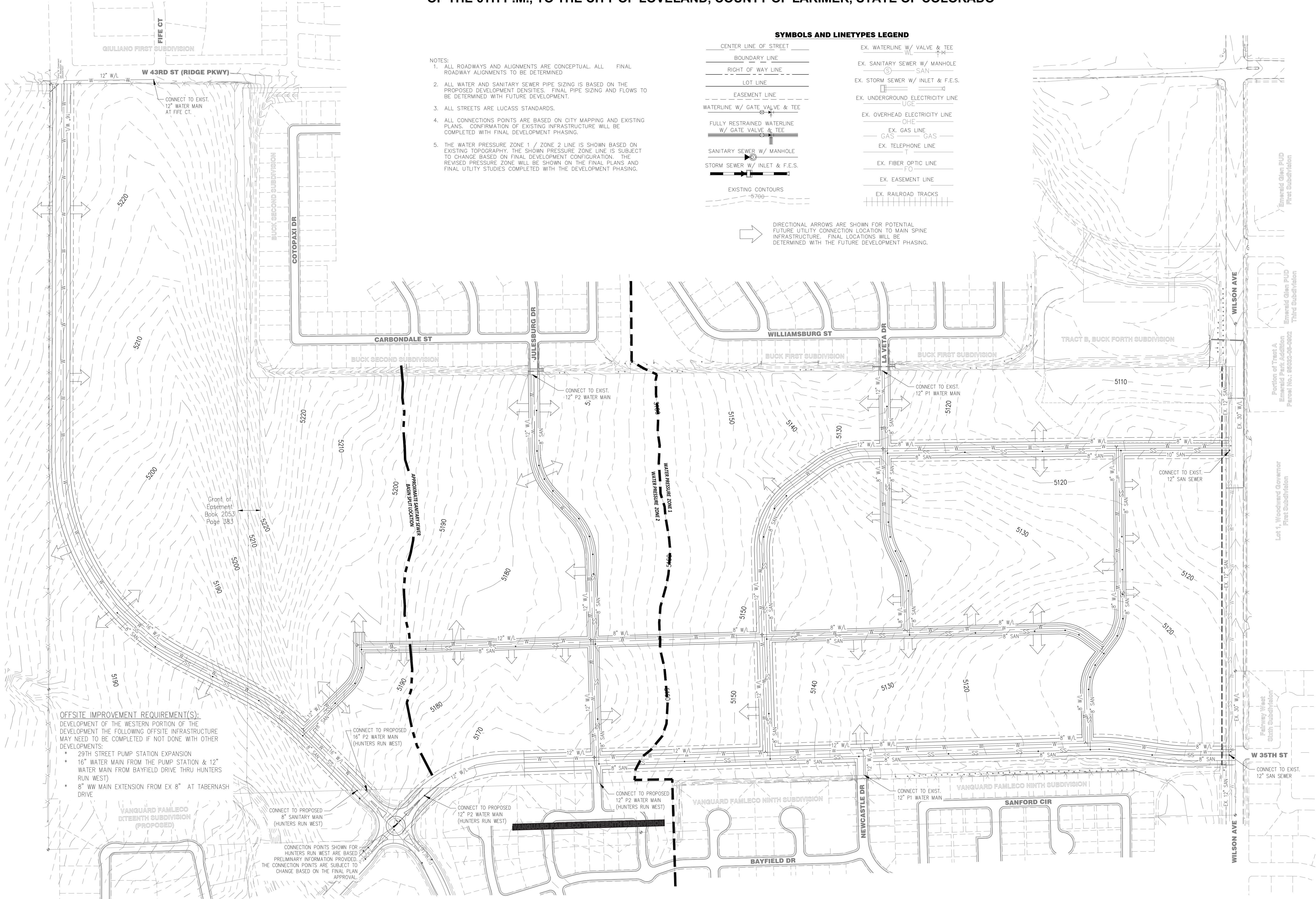
2 of 7



# GENERAL DEVELOPMENT PLAN

## THE VILLAGES AT LEE FARM

BEING A GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69 WEST  
OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO



- NOTES:
1. ALL ROADWAYS AND ALIGNMENTS ARE CONCEPTUAL. ALL FINAL ROADWAY ALIGNMENTS TO BE DETERMINED.
  2. ALL WATER AND SANITARY SEWER PIPE SIZING IS BASED ON THE PROPOSED DEVELOPMENT DENSITIES. FINAL PIPE SIZING AND FLOWS TO BE DETERMINED WITH FUTURE DEVELOPMENT.
  3. ALL STREETS ARE LUCASS STANDARDS.
  4. ALL CONNECTIONS POINTS ARE BASED ON CITY MAPPING AND EXISTING PLANS. CONFIRMATION OF EXISTING INFRASTRUCTURE WILL BE COMPLETED WITH FINAL DEVELOPMENT PHASING.
  5. THE WATER PRESSURE ZONE 1 / ZONE 2 LINE IS SHOWN BASED ON EXISTING TOPOGRAPHY. THE SHOWN PRESSURE ZONE LINE IS SUBJECT TO CHANGE BASED ON FINAL DEVELOPMENT CONFIGURATION. THE REVISED PRESSURE ZONE WILL BE SHOWN ON THE FINAL PLANS AND FINAL UTILITY STUDIES COMPLETED WITH THE DEVELOPMENT PHASING.

SYMBOLS AND LINETYPES LEGEND	
CENTER LINE OF STREET	EX. WATERLINE W/ VALVE & TEE
BOUNDARY LINE	EX. SANITARY SEWER W/ MANHOLE
RIGHT OF WAY LINE	EX. STORM SEWER W/ INLET & F.E.S.
LOT LINE	EX. UNDERGROUND ELECTRICITY LINE
EASEMENT LINE	EX. OVERHEAD ELECTRICITY LINE
WATERLINE W/ GATE VALVE & TEE	EX. GAS LINE
FULLY RESTRAINED WATERLINE W/ GATE VALVE & TEE	EX. TELEPHONE LINE
SANITARY SEWER W/ MANHOLE	EX. FIBER OPTIC LINE
STORM SEWER W/ INLET & F.E.S.	EX. EASEMENT LINE
EXISTING CONTOURS	EX. RAILROAD TRACKS

DIRECTIONAL ARROWS ARE SHOWN FOR POTENTIAL FUTURE UTILITY CONNECTION LOCATION TO MAIN SPINE INFRASTRUCTURE. FINAL LOCATIONS WILL BE DETERMINED WITH THE FUTURE DEVELOPMENT PHASING.

- OFFSITE IMPROVEMENT REQUIREMENT(S):  
DEVELOPMENT OF THE WESTERN PORTION OF THE DEVELOPMENT THE FOLLOWING OFFSITE INFRASTRUCTURE MAY NEED TO BE COMPLETED IF NOT DONE WITH OTHER DEVELOPMENTS:
- \* 29TH STREET PUMP STATION EXPANSION
  - \* 16" WATER MAIN FROM THE PUMP STATION & 12" WATER MAIN FROM BAYFIELD DRIVE THRU HUNTERS RUN WEST
  - \* 8" WW MAIN EXTENSION FROM EX 8" AT TABERNASH DRIVE

CONNECTION POINTS SHOWN FOR HUNTERS RUN WEST ARE BASED ON PRELIMINARY INFORMATION PROVIDED. THE CONNECTION POINTS ARE SUBJECT TO CHANGE BASED ON THE FINAL PLAN APPROVAL.

**VALERIAN**  
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Irrigation Design | Planning

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PHONE: 303.810.2704

STAMP:

PROJECT:  
**CONCEPTUAL UTILITY PLAN**  
**GENERAL DEVELOPMENT PLAN**  
**THE VILLAGES AT LEE FARM**  
LOVELAND, COLORADO

PROJECT #:  
**15-005**  
DESIGNED BY:  
**MD**  
DRAWN BY:  
**CS**  
CHECKED BY:  
**BW**  
ORIGINAL DATE:  
**MARCH 16, 2016**

#	REVISION	DATE
1	CITY COMMENTS	5/28/2016

SHEET #  
**3 of 7**



LEE FARM ADDITION  
GENERAL DEVELOPMENT PLAN - AMENDMENT ONE  
THE VILLAGES AT LEE FARM

BEING A GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69 WEST  
OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

GENERAL DEVELOPMENT PLAN NARRATIVE:

LOCATION AND EXISTING CONDITIONS

THE PROPERTY IS LOCATED AT THE NORTHWEST CORNER OF N. WILSON AVENUE AND 35TH STREET AND IS CURRENTLY UNDEVELOPED AND VACANT. THE SITE IS ZONED PUD AND HAS BEEN ANNEXED INTO THE CITY OF LOVELAND, COLORADO. ADJACENT USES AND ZONING SURROUNDING THE SITE INCLUDE:

NORTH: BUCK ADDITION – ZONED PUD AND CONTAINS BOTH SMALL LOT SINGLE FAMILY HOMES AND A NEIGHBORHOOD COMMERCIAL CENTER (NOT CONSTRUCTED AT TIME OF THIS APPLICATION).

SOUTH: HUNTER’S RUN – ZONED PUD AND CONTAINS A MIX OF TOWNHOMES, SMALL LOT AND LARGE LOT SINGLE FAMILY HOMES.

EAST: EMERALD PARK ADDITION (EMERALD GLEN), FAIRWAY WEST 6TH SUBDIVISION AND WOODWARD GOVERNOR FIRST SUBDIVISION – ZONED DR, I-INDUSTRIAL AND R-1 AND CURRENTLY HOUSES WOODWARD GOVERNOR FACILITIES AND RELATED ACTIVITY, SINGLE FAMILY HOMES AND OPEN SPACE.

WEST: DAKOTA RIDGE FIRST ADDITION – ZONED ESTATE RESIDENTIAL (ER) AND CONTAINS VACANT LAND ANNEXED INTO THE CITY OF LOVELAND.

DEVELOPMENT OBJECTIVES

THE INITIAL AND OVERALL GOAL OF THIS AMENDMENT APPLICATION IS TO AMEND THE PREVIOUSLY APPROVED GENERAL DEVELOPMENT PLAN AND PROVIDE MULTIPLE ENHANCEMENTS TO ADDRESS CHANGES IN THE COMMUNITY SINCE THE PLANS APPROVAL. FIRST, THE AMENDMENT PROPOSES TO REMOVE THE COMMERCIAL PARCELS FROM THE ORIGINALLY APPROVED DOCUMENT BASED ON RECENT MARKET STUDIES POINTING THAT COMMERCIAL DEVELOPMENTS WITHIN SUBDIVISIONS STRUGGLE AGAINST MORE REGIONAL COMMERCIAL AREAS, SUCH AS THE ONE PLANNED ADJACENT TO THIS SITE. ANOTHER ITEM OF REVISION IS TO REDUCE THE ORIGINALLY APPROVED DENSITY TO ADDRESS CONCERNS RAISED BY THE ADJOINING DEVELOPMENTS. ALONG WITH THE REDUCTION IN DENSITY, THE AMENDMENT INCORPORATES PHASING INTO THE PLAN TO ALLOW FOR FLEXIBILITY AND THE OPPORTUNITY FOR ADJUSTMENTS TO BE MADE TO RESPOND TO MARKET CHANGES AS THE PROJECT PROGRESSES TO COMPLETION. FINALLY, THE AMENDMENT REVISES THE ORIGINAL STREET ALIGNMENT TO DECREASE CONCERNS OF ADDITIONAL TRAFFIC IMPACTS ON THE ADJACENT DEVELOPMENTS AND TO PROVIDE AREAS FOR INCORPORATION OF WATER QUALITY AND GREEN INFRASTRUCTURE ELEMENTS WHERE APPLICABLE.

THIS GENERAL DEVELOPMENT PLAN (GDP) AMENDMENT IS PROPOSING A RESIDENTIAL DEVELOPMENT INCLUDING BOTH RESIDENTIAL AND COMMUNITY SPACES. THE PRIMARY GOALS OF THIS APPLICATION ARE TO SATISFY THE CITY OF LOVELAND COMPREHENSIVE PLAN REQUIREMENTS, RESPECT THE EXISTING ADJACENT LAND USES, AND PROVIDE SAFE AND CONVENIENT PEDESTRIAN/VEHICULAR CIRCULATION THROUGHOUT THE SITE. THE PLAN ENCOURAGES THE INTEGRATED PLANNING AND DESIGN STYLE OF CLUSTER DEVELOPMENT. THE PROPOSED DESIGN STYLE STRIVES TO MAXIMIZE EFFICIENCY AND PROVIDE FOR A HIGHLY WALKABLE COMMUNITY WITH ACCESS TO GREEN SPACE, TRAILS, AND PARKS WITHIN THE NEIGHBORHOOD. THIS STYLE OF DEVELOPMENT ALSO ALLOWS FOR MORE EFFICIENT DESIGN AND USE OF THE AVAILABLE LAND TO MAXIMIZE THE HOUSING POTENTIAL AND PROVIDE A VERY ‘PEDESTRIAN FRIENDLY’ COMMUNITY. THIS CONNECTIVITY PAIRED WITH EFFECTIVE LAYOUT OF COLLECTOR STREETS WILL AID IN ALLEVIATING TRAFFIC BURDEN ON THE SURROUNDING INFRASTRUCTURE. ITEMS NOTED WITHIN THIS DOCUMENT SHALL PROVIDE PROVISIONS TO DIRECT THE DEVELOPMENT AND USE OF THE VILLAGES AT LEE FARM PROPOSED DEVELOPMENT. ALL DEVELOPMENT REGULATIONS NOT SPECIFICALLY NOTED IN THIS DOCUMENT SHALL ADHERE TO APPLICABLE CITY OF LOVELAND REGULATIONS.

DEVELOPMENT CONCEPT

THE PROPERTY INVOLVED IN THIS AMENDMENT IS APPROXIMATELY 245 ACRES AND IS MASTER PLANNED AS A PLANNED UNIT DEVELOPMENT (PUD) CONSISTENT WITH THE CITY OF LOVELAND TITLE 18 REQUIREMENTS. THE SURROUNDING AREA IS SUBSTANTIALLY ZONED FOR AND/OR DEVELOPED AS LOW AND MEDIUM DENSITY RESIDENTIAL USES. THE AMENDMENT ENCOURAGES GREATER FLEXIBILITY IN HOUSING TYPE AND ALLOWS FOR A GREATER HOUSING DIVERSITY TO BE PROVIDED TO THE RESIDENTS OF THE COMMUNITY. THE PROPOSED GENERAL DEVELOPMENT PLAN (GDP) AMENDMENT INCLUDES THE FOLLOWING RESIDENTIAL USES:

DETACHED SINGLE FAMILY: INCLUDING SINGLE-FAMILY ESTATE DWELLINGS, SINGLE-FAMILY DWELLINGS, AND PATIO HOME DWELLINGS.

ATTACHED SINGLE FAMILY: INCLUDING PAIRED HOMES, TOWNHOMES AND CONDOMINIUMS.

NEIGHBORHOOD PARK: INCLUDING NEIGHBORHOOD OUTDOOR PLAY, GATHERING, AND AMENITY AREAS, OUTDOOR POOL WITH POOL HOUSE/CLUBHOUSE STRUCTURES AND ALSO INCLUDING ANY ASSOCIATED METROPOLITAN DISTRICT FACILITIES.

LOVELAND’S COMPREHENSIVE MASTER PLAN CALLS FOR BOTH MEDIUM/LOW DENSITY AND ESTATE RESIDENTIAL USES WITHIN THIS SITE. THE COMPREHENSIVE PLAN ARRANGES THE THREE USES MOVING FROM HIGHER DENSITY ON THE EAST TO LOWER DENSITY ON THE WESTERN PORTION OF THE SITE. IN ORDER TO RESPECT THE EXISTING DEVELOPMENTS AND MAINTAIN LIKE USES ADJACENT TO THE EXISTING RESIDENTIAL DEVELOPMENTS, THIS GDP AMENDMENT DEVIATES FROM THE COMPREHENSIVE PLAN, THIS APPLICATION PROPOSES THAT THE MEDIUM DENSITY ZONING DISTRICT BE RE-LOCATED TO THE CENTER OF THE PROPERTY ADJACENT TO THE PROPOSED NEIGHBORHOOD PARK AND WITHIN CLOSER PROXIMITY TO THE PROPOSED COLLECTOR STREETS. THIS RELOCATION WILL ALLOW LOW DENSITY RESIDENTIAL OF SIMILAR AND/OR COMPARABLE DENSITIES TO BE PLACED ADJACENT TO THE NEIGHBORING PROPERTIES AND SURROUND THE HIGHER DENSITY USES TO BUFFER THE EXISTING COMMUNITIES. THE LOWEST DENSITY RESIDENTIAL USES ARE CONCENTRATED AT THE WESTERN PORTION OF THE SITE AS AN ESTATE RESIDENTIAL AREA. APPROXIMATELY 50 ACRES ALONG THE WESTERN PROJECT BOUNDARY IS DESIGNATED FOR ESTATE RESIDENTIAL USES. LASTLY, THE AMENDMENT REVISES A PREVIOUSLY APPROVED GDP PLAN BY REMOVING THE FORMERLY PROPOSED COMMUNITY CENTER AND CONVENIENCE COMMERCIAL AREAS. THIS AREA SHALL BE MODIFIED TO CONTAIN A METRO DISTRICT MAINTAINED NEIGHBORHOOD PARK AND ASSOCIATED FACILITIES. THIS REVISION ALLOWS THE SUBDIVISION TO BETTER ALIGN WITH THE CITY OF LOVELAND PARKS AND RECREATION MASTER PLAN, AND PROVIDE THE HIGHER DENSITY USES DIRECTLY ADJACENT TO THE PARK, AMPLE ACCESS TO THIS NEIGHBORHOOD AMENITY AREA.

THIS PLANNED CLUSTER STYLE DEVELOPMENT HAS PROPOSED DEVELOPMENT DENSITY FOR THE ENTIRE SIZE, RATHER THAN ON A LOT-BY-LOT BASIS. THE OVERALL DENSITY OF THE PROPOSED DEVELOPMENT IS APPROXIMATELY 3.45 DWELLING UNITS PER ACRE. TO ACHIEVE THE PROPOSED DENSITY AND ENCOURAGE CLUSTERED DEVELOPMENTS WHERE APPLICABLE, THIS DEVELOPMENT PLAN ALLOWS FOR DENSITY TO BE TRANSFERRED THROUGHOUT THE SITE. DUE TO THE EXISTING ENVIRONMENTALLY SENSITIVE AREAS LOCATED WITHIN THE PROJECT SITE, IT IS DESIRABLE TO USE A CLUSTERED HOUSING CONCEPT FOR THE PROPOSED RESIDENTIAL USES WHERE FEASIBLE AND APPLICABLE WITHIN THE LOCAL STREET NETWORK.

THIS APPROACH TO THE OVERALL LOT LAYOUT AND ALIGNMENT WILL ALLOW FOR THE DESIRED DEVELOPMENT DENSITIES BUT THE ENVIRONMENTALLY SENSITIVE AREAS ARE GIVEN PREFERENCE TO PROVIDE AN OVERALL BENEFIT TO THE FUTURE RESIDENTS. CLUSTERING LOTS ALSO GAINS MORE EFFICIENCY FOR INFRASTRUCTURE INSTALLATION, MAINTENANCE AND OTHER ASSOCIATED DEVELOPMENT CONCERNS. THIS WILL ALLOW THE DEVELOPMENT TO TAKE ADVANTAGE OF THE OPEN SPACE AREAS SUCH AS ENVIRONMENTALLY SENSITIVE AREAS AND DRAINAGE WAYS. THE APPROACH WILL PERMIT LOWER DENSITIES TO BE BALANCED WITH HIGHER DENSITIES IN MORE APPROPRIATE LOCATIONS WITHIN THE SITE TO ACCOMMODATE LANDSCAPE BUFFERS AND OTHER APPROPRIATE TRANSITIONAL ZONES.

PHASING

THE PROPOSED APPLICATION WILL BE A MULTI-PHASE DEVELOPMENT. UTILITY AVAILABILITY, ESPECIALLY WATER SERVICE, CONSTRUCTION IMPACTS AND TIMELINES WILL BE THE PRIMARY DRIVERS OF THE PHASED DEVELOPMENT. THE INTENT OF THIS APPLICATION IS TO DEVELOP THE VACANT LAND IN MULTIPLE PHASES, GENERALLY MOVING FROM EAST TO WEST IN APPROXIMATELY EQUAL SIZE PHASES. THE PHASES WILL ALLOW FOR THE DEVELOPMENT TO PROGRESS IN AN ORDERLY MANNER WITH CONSISTENT AVAILABILITY OF UTILITY SERVICES AND ACCESS FOR EMERGENCY PERSONNEL AS REQUIRED.

ACCESS/CIRCULATION

CONNECTIVITY BETWEEN ADJACENT ESTABLISHED SUBDIVISIONS WILL BE PROVIDED BUT ADDITIONAL TRAFFIC VOLUME WILL NOT BE DIRECTED TOWARD THE ADJACENT NEIGHBORHOODS. ADDITIONAL TRAFFIC WILL BE ENCOURAGED TO USE LOCAL LINKAGES TO THE PROPOSED COLLECTOR STREETS TO ACCESS THE ADJACENT ARTERIAL STREET NETWORK. THIS CIRCULATION LAYOUT WILL ENCOURAGE SOME REDUCTION IN TRAFFIC AND ALLOW FOR AMPLE PEDESTRIAN AND BICYCLE USE WITHIN THE SITE. THE PLAN INTENDS TO MAKE EFFORTS TO CONNECT TO AND/OR EXPAND THE EXISTING BIKE AND PEDESTRIAN TRAIL NETWORK WITHIN THE CITY WHERE APPLICABLE.

DEFINITIONS

GENERAL PROVISIONS:

FOR WORDS, TERMS, AND PHRASES USED HEREIN THAT ARE NOT DEFINED IN THE LOVELAND ZONING CODE TITLE 18, OR ELSEWHERE IN THE LOVELAND MUNICIPAL CODE, THE DIRECTOR SHALL INTERPRET OR DEFINE SUCH WORDS, TERMS, AND PHRASES. IN MAKING SUCH INTERPRETATIONS OR DEFINITIONS, THE DIRECTOR MAY CONSULT SECONDARY SOURCES RELATED TO THE PLANNING PROFESSION FOR TECHNICAL WORDS, TERMS AND PHRASES, INCLUDING BUT NOT LIMITED TO: A SURVEY OF ZONING DEFINITIONS- PLANNING ADVISORY SERVICE REPORT NUMBER 421, EDITED BY TRACY BURROWS (AMERICAN PLANNING ASSOCIATION, CHICAGO, ILL 1989); ZONING AND DEVELOPMENT DEFINITIONS FOR THE NEXT CENTURY, EDITED BY MICHAEL DAVIDSON, IN ZONING NEWS (AMERICAN PLANNING ASSOCIATION, AUGUST 1999); AND THE COMPLETE ILLUSTRATED BOOK OF DEVELOPMENT DEFINITIONS, BY HARVEY S. MOSKOWITZ AND CARL G. LINDBLOOM (CENTER FOR URBAN POLICY RESEARCH, RUTGERS UNIVERSITY, N.J. 4TH ED. 2015). THE DIRECTOR MAY CONSULT WEBSTER’S UNABRIDGED DICTIONARY (RANDOM HOUSE REFERENCE & INFORMATION PUBLISHING, NEW YORK, 2009), AS SUPPLEMENTED, OR OTHER AVAILABLE REFERENCE SOURCE FOR OTHER WORDS, TERMS AND PHRASES.

DEFINITIONS OF WORDS, TERMS, AND PHRASES:

**ACCESSORY USE** - SHALL MEAN A USE OF LAND OR OF A BUILDING OR PORTION THEREOF CUSTOMARILY USED WITH, AND CLEARLY INCIDENTAL AND SUBORDINATE TO, THE PRINCIPAL USE OF THE LAND OR BUILDING AND ORDINARILY LOCATED ON THE SAME LOT WITH SUCH PRINCIPAL USE.

**BLANK WALL** - SHALL MEAN AN EXTERIOR BUILDING WALL WITH NO OPENINGS AND A SINGLE MATERIAL AND UNIFORM TEXTURE ON A SINGLE PLANE.

**CONDOMINIUM** - SHALL MEAN ANY RESIDENTIAL OR COMMERCIAL USE WHOSE OWNERSHIP IS HELD IN COMMON WITH OTHER OWNERS OF THE PROPERTY AND SPECIFIC IMPROVEMENTS ARE OWNED BY DESCRIPTIONS FILED WITH THE COUNTY CLERK AND RECORDER IN A CONDOMINIUM PLAN.

**DENSITY, GROSS** - SHALL BE CALCULATED IN THE FOLLOWING MANNER:

- THE GROSS ACREAGE OF ALL THE LAND WITHIN THE BOUNDARIES OF THE DEVELOPMENT SHALL BE INCLUDED IN THE DENSITY CALCULATION EXCEPT: (I) LAND PREVIOUSLY DEDICATED, PURCHASED OR ACQUIRED FOR ANY PUBLIC USE; AND (II) LAND DEVOTED TO NONRESIDENTIAL USES SUCH AS NEIGHBORHOOD PARK, COMMERCIAL OFFICE, INDUSTRIAL OR CIVIC USES.
- THE TOTAL NUMBER OF DWELLING UNITS SHALL BE DIVIDED BY THE GROSS RESIDENTIAL ACREAGE.

**DRAINAGE WAY** - SHALL MEAN A NATURAL OR ARTIFICIAL LAND SURFACE DEPRESSION WITH OR WITHOUT PERCEPTIVELY DEFINED BEDS AND BANKS TO WHICH SURFACE RUNOFF GRAVITATES AND COLLECTIVELY FORMS A FLOW OF WATER CONTINUOUSLY OR INTERMITTENTLY IN A DEFINITE DIRECTION.

**TOWNHOMES** - SHALL MEAN THREE (3) OR MORE DWELLINGS ATTACHED BY A COMMON WALL AND LOCATED ON FEE SIMPLE LOTS. *Similar to DWELLING, MULTIPLE-FAMILY.*

**SINGLE FAMILY DETACHED** - SHALL MEAN ONE (1) DETACHED RESIDENTIAL UNIT LOCATED ON A FEE SIMPLE LOT. *Similar to DWELLING, SINGLE-FAMILY.*

**PAIRED Home** - SHALL MEAN TWO (2) DWELLING UNITS ATTACHED BY A COMMON WALL AND LOCATED ON FEE SIMPLE LOTS. *Similar to DWELLING, TWO-FAMILY.*

**PATIO HOME** - SHALL MEAN A DETACHED DWELLING INTENDED TO A MINIMAL LOT AND YARD AREA WHICH MAY INCLUDE ZERO SIDE YARD AND MAY INCLUDE JOINT USE COMMON AREAS WITH EXTERIOR MAINTENANCE AND LANDSCAPING PROVIDED THROUGH AN ASSOCIATION FEE. **LOVELAND MUNICIPAL CODE** - SHALL MEAN THE LOVELAND MUNICIPAL CODE 1974, AS AMENDED.

**MULTI-PHASED DEVELOPMENT** - SHALL MEAN A DEVELOPMENT PROJECT THAT IS CONSTRUCTED IN STAGES, EACH STAGE BEING CAPABLE OF EXISTING INDEPENDENTLY OF THE OTHER STAGES.

**NEIGHBORHOOD PARK** - PARK AREA OWNED AND MAINTAINED BY THE METROPOLITAN DISTRICT INCLUDING USES SIMILAR TO PASSIVE AND ACTIVE RECREATION, SWIMMING POOL, POOL HOUSE

**OPEN-AIR FARMERS MARKET** - SHALL MEAN AN OCCASIONAL OR PERIODIC MARKET HELD IN AN OPEN AREA OR IN A STRUCTURE WHERE GROUPS OF INDIVIDUAL SELLERS OFFER FOR SALE TO THE PUBLIC SUCH ITEMS AS FRESH PRODUCE, SEASONAL FRUITS, FRESH FLOWERS, ARTS AND CRAFTS ITEMS, AND FOOD AND BEVERAGES (BUT NOT TO INCLUDE SECOND-HAND GOODS) DISPENSED FROM BOOTHS LOCATED ON-SITE.

**PUBLIC FACILITIES** - SHALL MEAN TRANSPORTATION SYSTEMS OR FACILITIES, WATER SYSTEMS OR FACILITIES, WASTEWATER SYSTEMS OR FACILITIES, STORM DRAINAGE SYSTEMS OR FACILITIES, FIRE, POLICE AND EMERGENCY SYSTEMS OR FACILITIES, ELECTRIC UTILITIES, GAS UTILITIES, CABLE FACILITIES OR OTHER PUBLIC UTILITIES.

**RESIDENTIAL CLUSTER DEVELOPMENT** - SHALL MEAN A FORM OF PLANNED RESIDENTIAL DEVELOPMENT THAT CONCENTRATES BUILDINGS ON A PART OF THE SITE (THE “CLUSTER AREA”) TO ALLOW THE REMAINING LAND (THE “OPEN SPACE”) TO BE USED FOR RECREATION, COMMON OPEN SPACE, AND/OR PRESERVATION OF ENVIRONMENTALLY SENSITIVE AREAS. THE OPEN SPACE MAY BE OWNED BY EITHER A PRIVATE OR PUBLIC ENTITY.

LAND USE INFORMATION

GENERAL – THE OVERALL DEVELOPMENT DENSITY AND DISTRIBUTION OF LOTS PROPOSED WITHIN THE DEVELOPMENT DISTRICT AREAS SHALL BE MONITORED AND STRUCTURED BY THE OWNER/MASTER DEVELOPER PRIOR TO FORMAL SUBMITTAL TO THE CITY OF LOVELAND.

DEVELOPMENT DISTRICTS - RESIDENTIAL (AREAS A1, A2, A3, A4, B1, B2, C)

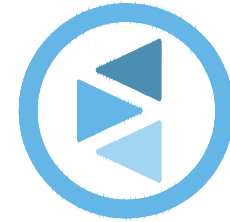
- A. PURPOSE**  
TO ESTABLISH AND PRESERVE RESIDENTIAL NEIGHBORHOODS FOR ESTATE RESIDENTIAL, MEDIUM AND LOW DENSITY RESIDENTIAL DEVELOPMENTS AND COMPLEMENTARY USES LOCATED CONVENIENT TO ADJACENT COMMERCIAL ACTIVITY CENTERS AND PUBLIC FACILITIES SUCH AS SCHOOLS AND PARKS.
- B. PERMITTED USES**
- RESIDENTIAL** - SINGLE-FAMILY DETACHED DWELLINGS, PAIRED HOME DWELLINGS, PATIO HOME DWELLINGS, TOWNHOME DWELLINGS, AND/OR CONDOMINIUMS.
  - INSTITUTIONAL/CIVIC/PUBLIC/MISCELLANEOUS** - BUS STOPS AND SHELTERS; PARKS; UNLIGHTED RECREATION AREAS; UNLIGHTED, OPEN LANDS/NATURAL AREAS; ESSENTIAL PUBLIC UTILITY USES, FACILITIES, SERVICES, AND STRUCTURES OTHER THAN THOSE PRIMARILY SERVING THE CITY; PERSONNEL WIRELESS SERVICE FACILITIES; TRANSIT FACILITIES; CHILD DAY CARE FACILITIES; GROUP CARE FACILITIES; AND PLACES OF WORSHIP AND ASSEMBLY.
  - RECREATIONAL** - PARKS (LIGHTED WITHOUT SPORT LIGHTING OVER TWENTY FEET IN HEIGHT); RECREATION AREAS, (LIGHTED WITHOUT SPORT LIGHTING OVER TWENTY FEET IN HEIGHT); TRAILS; NEIGHBORHOOD SUPPORT/RECREATION FACILITIES.
  - ACCESSORY AND TEMPORARY USES** - ALL ACCESSORY, AND TEMPORARY USES ARE PERMITTED AS LISTED HEREIN UNDER SUPPLEMENTAL REGULATIONS.

- C. DENSITY/INTENSITY**
- AREAS A1, A2, A3, A4** - MAXIMUM GROSS DENSITY SHALL NOT EXCEED 10 DWELLING UNITS PER ACRE.
  - AREAS B1, B2** - MAXIMUM GROSS DENSITY SHALL NOT EXCEED 4 DWELLING UNITS PER ACRE.
  - AREA C** - MAXIMUM GROSS DENSITY SHALL NOT EXCEED 2 DWELLING UNITS PER ACRE.

DIMENSIONAL STANDARDS FOR PROPOSED RESIDENTIAL USES:

RESIDENTIAL USE	(1)	(2)	(3)	(4)	(5)	(6)	(7)
	LOT REGULATIONS			SETBACK REGULATIONS			
	MINIMUM LOT SIZE	MINIMUM <sup>1</sup> LOT WIDTH	MAXIMUM <sup>2,3</sup> BLDG. HEIGHT	MINIMUM FRONT	MINIMUM SIDE		MINIMUM REAR
					INTERIOR	CORNER	
A. ESTATE	PER CITY OF LOVELAND TITLE 18, SECTION 18.07 ESTATE RESIDENTIAL DISTRICT						
B. SINGLE-FAMILY DETACHED	5,500 sq. ft.	50 feet	35 feet	20 feet <sup>4</sup>	5 feet (min. 15 feet between buildings)	12 feet <sup>5</sup>	15 feet
C. PATIO HOME	3,600 sq. ft.	40 feet	35 feet	18 feet	5 feet <sup>6</sup> (min. 10 feet between buildings)	12 feet <sup>7</sup>	15 feet
D. PAIRED HOME	4,000 sq. ft. (per Paired lot / 2,000 sq. ft. per lot)	30 feet per lot (60 feet per Paired lot minimum)	35 feet	18 feet <sup>8,9</sup>	5 feet (0 feet-common, min. 15 feet between buildings)	12 feet	15 feet <sup>10</sup>
E. TOWNHOME <sup>11</sup> <small>(CONDOMINIUM STRUCTURES SHALL MEET THESE REQUIREMENTS, WHERE APPLICABLE, EXCLUDING MIN. LOT SIZE AND WIDTH)</small>	1,000 sq. ft. (4,000 sq. ft. minimum per three (3) lot bldg.)	16 feet (65 feet min. per three (3) lot structure)	40 feet	8 feet	5 feet (0 feet-common, min. 15 feet between buildings)	20 feet	4 feet <sup>12</sup>

- NOTES
- MINIMUM LOT WIDTHS SHALL BE MEASURED AT FRONT AND REAR SETBACK. LOT FRONTAGE AT AREAS OF CUL-DE-SAC AND/OR ROADWAY CURVES SHALL BE ALLOWED TO BE LESS THAN THE REQUIRED WIDTH NOTED, BUT IN NO CASE SHALL THEY BE LESS THAN 1.5 X THE PROPOSED DRIVEWAY WIDTH (i.e 10' proposed driveway, shall require a 15' lot frontage).
  - BUILDING AND STRUCTURES SHALL BE MEASURED AS OUTLINED IN SECTION 18.04.113.2 OF THE LOVELAND ZONING CODE.
  - THE HEIGHT OF ALL ACCESSORY STRUCTURES SHALL BE PER LOVELAND TITLE 18; SECTION 18.54.020.
  - FOR SIDE LOADED, RECESSED, OR DETACHED GARAGES THE FRONT SETBACK SHALL BE REDUCED TO 15 FEET.
  - A CORNER LOT SIDE SETBACK REQUIREMENT SHALL BE REDUCED TO MIN OF 5' FOR LOTS DIRECTLY ADJACENT TO AN OPENSACE/LANDSCAPE TRACT OF AT LEAST 8 FEET IN WIDTH.
  - HOUSES SHALL BE DEVELOPED AS ZERO LOT LINE HOMES. ONE SIDE YARD SETBACK SHALL BE ZERO (0) FEET AND THE OPPOSITE SIDE YARD SETBACK SHALL BE A MINIMUM OF TEN FEET.
  - CORNER LOT SHALL NOT BE ZERO (0) LOT SETBACK. CORNER LOT SIDEYARD SETBACK SHALL BE MINIMUM LISTED IN CHART.
  - FOR SIDE LOADED, RECESSED, OR DETACHED GARAGES THE FRONT SETBACK SHALL BE REDUCED TO 15 FEET.
  - FOR ALLEY LOADED GARAGES, SETBACK SHALL BE REDUCED TO 12 FEET MEASURED TO STRUCTURE (INCLUDING COVERED PORCH). NO PART OF THE STRUCTURE SHALL BE CLOSER THAN 10 FEET TO THE ADJACENT RIGHT OF WAY.
  - FOR ALLEY LOADED GARAGES, REAR SETBACK SHALL BE REDUCED TO 5 FEET MIN. ALLEY LOADED DRIVEWAY SHALL BE GREATER THAN 18 FEET OR LESS THAN 7 FEET IN LENGTH (NO DRIVEWAY LENGTH BETWEEN 8 FEET AND 18 FEET IN LENGTH).
  - ALL TOWNHOME/CONDOMINIUM LOTS SHALL HAVE VEHICULAR ACCESS PROVIDED FROM A PRIVATE DRIVE OR ALLEY. NO GARAGE DOORS OR VEHICULAR ACCESS SHALL BE PERMITTED TO THE ADJACENT PUBLIC RIGHT OF WAY.
  - A MINIMUM REAR SETBACK OF FOUR FEET SHALL BE PROVIDED AND MEASURED FROM THE MAIN DWELLING UNIT OR GARAGE DOOR TO THE ALLEY RIGHT-OF-WAY DRIVEWAY SHALL BE GREATER THAN 18 FEET OR LESS THAN 7 FEET IN LENGTH (NO DRIVEWAY LENGTH BETWEEN 8 FEET AND 18' IN LENGTH).
  - ALL ACCESSORY BUILDINGS HEIGHTS SHALL BE PER LOVELAND TITLE 18; 18.54.020.



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STAMP:

PROJECT:

PROJECT NARRATIVE

GENERAL DEVELOPMENT PLAN - AMENDMENT ONE  
THE VILLAGES AT LEE FARM  
LOVELAND, COLORADO

PROJECT #  
15-005

DESIGNED BY:  
CK/PM

DRAWN BY:  
CK

CHECKED BY:  
PM

ORIGINAL DATE  
MARCH 16, 2016

#	REVISION	DATE
1	CITY COMMENTS	5/28/16

SHEET #:



LEE FARM ADDITION  
GENERAL DEVELOPMENT PLAN - AMENDMENT ONE  
THE VILLAGES AT LEE FARM

BEING A GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69 WEST  
OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

GENERAL DEVELOPMENT PLAN NARRATIVE: (continued)

DEVELOPMENT REGULATIONS

A. RESIDENTIAL REGULATIONS:

- a. **GENERAL** - THE OVERALL THEME/CONCEPT AND ARCHITECTURAL FEATURES OF PROPOSED DESIGN SHALL BE MONITORED AND REVIEWED BY THE OWNER/MASTER DEVELOPER PRIOR TO FORMAL SUBMITTAL TO THE CITY OF LOVELAND.
- b. **PURPOSE** - THE FOLLOWING GUIDELINES AND STANDARDS ARE INTENDED TO PROMOTE VARIETY AND VISUAL INTEREST IN ALL PROPOSED LAND USE AREAS AND ENCOURAGE CLUSTER STYLE DEVELOPMENT. THESE REGULATIONS ALSO INTEND TO MINIMIZE ZONING DISTRICTS PREDOMINATELY CHARACTERIZED BY RESIDENTIAL BUILDING DEVELOPMENT WITH STREETSCAPES DOMINATED BY PROTRUDING GARAGES AND GARAGE DOORS.
- c. **APPLICABILITY** - ANY ITEMS NOT SPECIFICALLY COVERED IN THESE REGULATIONS SHALL DEFAULT TO THE REGULATIONS OUTLINED IN THE LOVELAND MUNICIPAL CODE. THE FOLLOWING PERFORMANCE STANDARDS AND DESIGN GUIDELINES SHALL APPLY TO ALL DEVELOPMENT SITES FOR RESIDENTIAL BUILDINGS, INCLUDING SITE/BUILDING PLANS FOR SINGLE FAMILY, PATIO HOMES, PAIRED HOMES, AND TOWNHOME/CONDOMINIUM DWELLINGS.
- d. **PERFORMANCE STANDARDS.**
- i. **HOUSING STYLE/CONCEPT.** THE VILLAGES AT LEE FARM SHALL BE DEVELOPED IN AN ARCHITECTURAL STYLE REMINISCENT OF PRAIRIE STYLE ARCHITECTURE. PRAIRIE STYLE ARCHITECTURE IS CHARACTERIZED BY LOW-PITCHED ROOFS WITH WIDE OVERHANGING EAVES AND STRONGLY EMPHASIZED HORIZONTALITY. THE EXTERIOR MATERIALS PALETTE WILL VARY FROM HOUSE TO HOUSE BUT EACH WILL COMPLIMENT THE OTHER TO FORM AN ARCHITECTURALLY SIGNIFICANT COMMUNITY. THIS PUD MAY CONTAIN SEVERAL BUILDERS, EACH WITH THEIR UNIQUE PRODUCT. EACH BUILDER SHALL BE SUBJECT TO PLAN REVIEW UPON SUBMITTAL.
- ii. **MATERIALS.** THE EXTERIOR MATERIAL PALETTE ALLOWED SHALL INCLUDE A MIX OF ANY OF THE FOLLOWING INCLUDING WOOD OR HARDBOARD SIDING, METAL, STUCCO, STONE, BRICK OR OTHER TYPES OF ARCHITECTURAL MASONRY.
- iii. **MIX OF HOUSING MODELS.**
1. ANY DEVELOPMENT AREA CONTAINING FIFTY (50) OR MORE SINGLE-FAMILY, PATIO HOME, OR PAIRED HOME DWELLING UNITS SHALL HAVE AT LEAST FOUR (4) DIFFERENT HOUSING MODELS. ANY DEVELOPMENT PLAN OF FEWER THAN FIFTY (50) SINGLE-FAMILY, PATIO HOME, OR PAIRED HOME DWELLING UNITS SHALL HAVE AT LEAST THREE (3) DIFFERENT HOUSING MODELS. ANY DEVELOPMENT PLAN CONTAINING ONE HUNDRED (100) OR MORE SINGLE-FAMILY, PATIO HOME, OR PAIRED HOME DWELLING UNITS SHALL HAVE AT LEAST FIVE (5) DIFFERENT HOUSING MODELS.
2. EACH HOUSING MODEL SHALL HAVE AT LEAST THREE (3) CHARACTERISTICS WHICH CLEARLY DISTINGUISH IT FROM THE OTHER HOUSING MODELS, INCLUDING DIFFERENT FLOOR PLANS, EXTERIOR MATERIALS, ROOF LINES, GARAGE PLACEMENT, PLACEMENT OF THE FOOTPRINT ON THE LOT, AND/OR BUILDING FACADE.
3. HOUSING MODELS ON DIRECTLY ADJACENT LOTS SHALL BE STAGGERED WITHIN THE BUILDABLE AREA TO PROVIDE INTEREST TO THE OVERALL STREET SCENE. THIS REQUIREMENT IS NOT APPLICABLE FOR LOT TO LOT ON PAIRED HOME DEVELOPMENTS, PAIRED HOMES SHALL PROVIDE THE REQUIRED STAGGER BUILDING TO BUILDINGS.
4. THE REQUIREMENTS IN SUBPARAGRAPHS (i) AND (ii) ABOVE SHALL NOT APPLY TO DEVELOPMENT PLANS CONTAINING FIFTEEN (15) OR FEWER DWELLING UNITS.
- iv. **SINGLE-FAMILY DETACHED** THE FOLLOWING STANDARDS SHALL APPLY TO ESTATE AND SINGLE FAMILY DETACHED DWELLINGS.
1. GARAGE DOORS FOR SINGLE FAMILY DETACHED DWELLINGS SHALL NOT COMPRISE MORE THAN FIFTY (55) PERCENT OF THE GROUND FLOOR STREET-FACING LINEAR BUILDING FRONTAGE.
2. PROPOSED DWELLING UNITS SHALL BE 2-STORY MAX AND COMPLY WITH HEIGHT RESTRICTION PROVIDED.
3. ARCHITECTURAL FEATURES PERMITTED WITHIN BUILDING SETBACKS INCLUDE, BUT NOT LIMITED TO, EAVES, BAY WINDOWS, FOUNDATION COUNTERFORTS, WINDOW WELLS, AWNINGS, BRACES, OVERHANGS, CANTILEVERS, PLANTER BOXES, DECKS AND FIREPLACE BOX-OUTS MAY ENCRoACH INTO SETBACK UP TO A MAXIMUM OF 48 INCHES.
4. NO ARCHITECTURAL FEATURE SHALL BE ALLOWED TO OVERHANG OR EXTEND INTO AN ADJACENT PROPERTY.
5. THE MINIMUM OFF-STREET PARKING FOR A SINGLE-FAMILY DETACHED LOT SHALL BE AS PROVIDED IN CHAPTER 18.42 OF THE LOVELAND ZONING CODE.
- v. **PATIO HOMES** THE FOLLOWING STANDARDS SHALL APPLY TO PATIO HOME DWELLINGS.
1. GARAGE DOORS FOR PATIO HOME DWELLINGS SHALL NOT COMPRISE MORE THAN SIXTY (60) PERCENT OF THE GROUND FLOOR STREET-FACING LINEAR BUILDING FRONTAGE.
2. PROPOSED DWELLING UNITS SHALL BE 2-STORY MAX AND COMPLY WITH HEIGHT RESTRICTION PROVIDED.
3. ARCHITECTURAL FEATURES PERMITTED WITHIN BUILDING SETBACKS INCLUDE, BUT NOT LIMITED TO, EAVES, BAY WINDOWS, FOUNDATION COUNTERFORTS, WINDOW WELLS, AWNINGS, BRACES, OVERHANGS, CANTILEVERS, PLANTER BOXES, DECKS AND FIREPLACE BOX-OUTS MAY ENCRoACH INTO SETBACK UP TO A MAXIMUM OF 48 INCHES.
4. NO ARCHITECTURAL FEATURE SHALL BE ALLOWED TO OVERHANG OR EXTEND INTO AN ADJACENT PROPERTY.
5. EACH LOT UTILIZING A 'ZERO' LOT SHALL PROVIDE AN ACCESS OR USE EASEMENT, A MINIMUM OF THREE FEET (3') FROM THE LOT ADJACENT TO THE 'ZERO' SIDE TO ALLOW THE ADJACENT PROPERTY OWNER ACCESS FOR MAINTENANCE OF THEIR DWELLING.
6. USABLE COMMON OPEN SPACE SHALL BE PROVIDED FOR RESIDENTS USE. A PORTION OF THE OVERALL DEVELOPMENT THIS OPEN SPACE SHALL BE RELATIVELY FLAT AND FREE OF ANY PARKING, ROADWAY, ALLEY AND PRIVATE DRIVE AREAS. AMENITIES FOR THE OPEN SPACE ARE ENCOURAGE BUT NOT REQUIRED.
7. IN ADDITION TO THE MINIMUM OFF-STREET PARKING REQUIRED PER CHAPTER 18.42 OF THE LOVELAND ZONING CODE, AN ADDITIONAL 0.25 STALLS PER DWELLING UNIT SHALL BE PROVIDED EITHER ON OR OFF STREET WITHIN DISTANCES OUTLINED IN THIS DOCUMENT.

vi. **PAIRED HOME DWELLINGS.**

1. GARAGE DOORS FOR PAIRED HOME DWELLINGS SHALL NOT COMPRISE MORE THAN SIXTY (60) PERCENT OF THE GROUND FLOOR STREET-FACING LINEAR BUILDING FRONTAGE. REAR OR ALLEY LOADED GARAGE DOORS SHALL HAVE NO RESTRICTION ON PERCENTAGE OF REAR FACADE.
2. PROPOSED DWELLING UNITS SHALL BE 2-STORY MAX AND COMPLY WITH HEIGHT RESTRICTION PROVIDED.
3. ARCHITECTURAL FEATURES PERMITTED WITHIN BUILDING SETBACKS INCLUDE, BUT NOT LIMITED TO, EAVES, BAY WINDOWS, FOUNDATION COUNTERFORTS, WINDOW WELLS, AWNINGS, BRACES, OVERHANGS, CANTILEVERS, PLANTER BOXES, DECKS AND FIREPLACE BOX-OUTS MAY ENCRoACH INTO SETBACK UP TO A MAXIMUM OF 48 INCHES.
4. NO ARCHITECTURAL FEATURE SHALL BE ALLOWED TO OVERHANG OR EXTEND INTO AN ADJACENT PROPERTY.
5. AT LEAST ONE MAIN ENTRANCE TO ANY PAIRED HOME DWELLING SHALL FACE AND OPEN DIRECTLY ONTO A WALKWAY CONNECTED TO A SIDEWALK.
6. NO WALL THAT FACES A STREET SHALL HAVE A BLANK, UNINTERRUPTED LENGTH EXCEEDING THIRTY (30) FEET WITHOUT INCLUDING TWO (2) OF THE FOLLOWING: CHANGE IN PLANE, CHANGE IN TEXTURE OR MASONRY PATTERN, WINDOWS, OR AN EQUIVALENT ELEMENT THAT SUBDIVIDES THE WALL INTO HUMAN SCALE PROPORTIONS ALL SIDES OF THE DWELLING VISIBLE FROM A PUBLIC RIGHT-OF-WAY OR OTHER PUBLIC PLACE SHALL INCLUDE MATERIALS AND DESIGN FEATURES CONSISTENT WITH THOSE ON THE FRONT OF THE DWELLING.
7. USABLE COMMON OPEN SPACE SHALL BE PROVIDED FOR RESIDENTS USE. A PORTION OF THE OVERALL DEVELOPMENT THIS OPEN SPACE SHALL BE RELATIVELY FLAT AND FREE OF ANY PARKING, ROADWAY, ALLEY AND PRIVATE DRIVE AREAS. AMENITIES FOR THE OPEN SPACE ARE ENCOURAGE BUT NOT REQUIRED.
8. IN ADDITION TO THE MINIMUM OFF-STREET PARKING REQUIRED PER CHAPTER 18.42 OF THE LOVELAND ZONING CODE, AN ADDITIONAL 0.25 STALLS PER DWELLING UNIT SHALL BE PROVIDED EITHER ON OR OFF STREET WITHIN DISTANCES OUTLINED IN THIS DOCUMENT.

vii. **TOWNHOME AND CONDOMINIUM DWELLINGS**

1. TOWNHOME DWELLINGS SHALL BE NO LESS THAN THREE (3) UNITS AND NO MORE THAN SIX (6) UNITS IN SIZE.
2. CONDOMINIUM DWELLINGS SHALL BE NO LESS THAN THREE (3) UNITS AND NO MORE THAN TWENTY (20) UNITS IN SIZE.
3. AT LEAST ONE MAIN ENTRANCE TO ANY TOWNHOME/CONDOMINIUM DWELLING SHALL FACE AND OPEN DIRECTLY ONTO A WALKWAY CONNECTED TO A SIDEWALK.
4. INDIVIDUAL ACCESS FROM THE PUBLIC RIGHTS-OF-WAY TO GARAGES AND/OR PARKING AREA SHALL BE MAINTAINED IN A TOWNHOME/ CONDOMINIUM DWELLING CONTAINING THREE OR MORE DWELLING UNITS SHALL NOT BE PERMITTED.
5. NO WALL THAT FACES A STREET SHALL HAVE A BLANK, UNINTERRUPTED LENGTH EXCEEDING THIRTY (30) FEET WITHOUT INCLUDING TWO (2) OF THE FOLLOWING: CHANGE IN PLANE, CHANGE IN TEXTURE OR MASONRY PATTERN, WINDOWS, OR AN EQUIVALENT ELEMENT THAT SUBDIVIDES THE WALL INTO HUMAN SCALE PROPORTIONS ALL SIDES OF THE DWELLING VISIBLE FROM A PUBLIC RIGHT-OF-WAY OR OTHER PUBLIC PLACE SHALL INCLUDE MATERIALS AND DESIGN FEATURES CONSISTENT WITH THOSE ON THE FRONT OF THE DWELLING.
6. TOWNHOME/CONDOMINIUM DWELLINGS SHALL PROVIDE VARIATION IN THE ARCHITECTURAL DESIGN OF THE DWELLING, INCLUDING CHANGES IN ROOF LINES, CHANGES IN FACADE PLANE, PROMINENT ENTRY FEATURES, USE OF COLOR IN TRIM AND ACCENT FEATURES, AND SIMILAR TECHNIQUES.
7. USABLE COMMON OPEN SPACE SHALL BE PROVIDED FOR RESIDENTS USE. A PORTION OF THE OVERALL DEVELOPMENT THIS OPEN SPACE SHALL BE RELATIVELY FLAT AND FREE OF ANY PARKING, ROADWAY, ALLEY AND PRIVATE DRIVE AREAS. AMENITIES FOR THE OPEN SPACE ARE ENCOURAGE BUT NOT REQUIRED.
8. IN ADDITION TO THE MINIMUM OFF-STREET PARKING REQUIRED PER CHAPTER 18.42 OF THE LOVELAND ZONING CODE, AN ADDITIONAL 0.50 STALLS PER DWELLING UNIT SHALL BE PROVIDED EITHER ON OR OFF STREET WITHIN DISTANCES OUTLINED IN THIS DOCUMENT.

B. LANDSCAPE REGULATIONS

- a. **GENERAL STANDARD.** ALL DEVELOPMENT SITES SHALL BE LANDSCAPED TO ACCOMPLISH THE FOLLOWING STANDARDS:
- i. THE OVERALL THEME/CONCEPT AND ARCHITECTURAL FEATURES OF PROPOSED DESIGN SHALL BE MONITORED AND REVIEWED BY THE OWNER/MASTER DEVELOPER PRIOR TO FORMAL SUBMITTAL TO THE CITY OF LOVELAND.
- ii. PROTECT THE HEALTH, SAFETY, AND WELFARE OF THE CITIZENS OF LOVELAND BY PRESERVING AND REPLACING VEGETATIVE COVER WHICH WILL REDUCE SOIL EROSION, CLEAN THE AIR, CONSERVE THE SOIL, AND TO PREVENT BLOWING DUST AND DIRT. REDUCE FLOODING, PROVIDE SHADE, AND ENHANCE THE ATTRACTIVENESS OF THE COMMUNITY.
- iii. PURPOSEFULLY LOCATE LANDSCAPING MATERIALS WHERE THEY WILL HELP CONSERVE ENERGY AND WATER RESOURCES BY REDUCING GLARE AND HEAT BUILD-UP.
- iv. CREATE TREE-LINED STREETS WITH A DECIDUOUS CANOPY AND QUALITY VIEW FROM ADJACENT PUBLIC RIGHT OF WAY TO REDUCE HEAT ISLAND EFFECT.
- v. PROTECT AND ENHANCE PROPERTY VALUES THROUGH THE IMPROVEMENT OF BUFFER YARDS, SCREENING AND LANDSCAPING PARKING AREAS/CONFLICTING LAND USES.
- vi. PRESERVE NATIVE GRASSES, MATURE TREES, AND OTHER VEGETATIVE COVER BY CLUSTERING DEVELOPMENT AND RESTORING NATIVE GRASSES AND TREES WHEN APPLICABLE.
- vii. EFFORTS SHALL BE MADE TO REDUCE IMPERVIOUS SURFACING AND INCORPORATE QUALITY MEASURES THROUGHOUT THE SITE BY USE OF GREEN INFRASTRUCTURE AND BEST MANAGEMENT PRACTICES.

b. **PERFORMANCE STANDARDS.**

- i. ALL LANDSCAPE MATERIALS PLANTED PURSUANT TO THE PROVISIONS OF THIS SECTION SHALL BE HEALTHY AND BE COMPATIBLE WITH THE LOCAL CLIMATE AND THE SITE SOIL CHARACTERISTICS, DRAINAGE AND WATER SUPPLY.
- ii. THE QUALITY AND QUANTITY OF PLANT MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF THE COLORADO NURSERY ACT, 1973 C.R.S., TITLE 35, ARTICLE 26, AS AMENDED.
- iii. SIXTY (60) PERCENT OF ALL LANDSCAPED AREAS SHALL BE COVERED WITH LIVING PLANT MATERIAL WITHIN THREE (3) YEARS OF PLANTING.
- iv. ALL PLANTING BEDS SHALL BE COVERED WITH HIGH QUALITY MULCH TO CONSERVE SOIL MOISTURE. THE USE OF PLASTIC/ARTIFICIAL MATERIAL OR LAVA ROCK AS A GROUND COVER/MULCH SHALL BE PROHIBITED. SOIL AMENDMENTS APPROPRIATE FOR THE INTENDED MATERIALS AND DESIGN OF THE SITE SHOULD BE SELECTED AND USED. SOIL AMENDMENTS ARE GENERALLY NEEDED TO PROVIDE BETTER WATER ABSORPTION, AERATION, WATER-HOLDING CAPACITY AND NUTRIENTS. SOIL SHOULD BE IMPROVED WHERE NEEDED TO ACCOMMODATE PERMANENT LANDSCAPING. SOILS SHOULD BE TESTED FOR ACIDITY. AVAILABLE POTASSIUM, PHOSPHOROUS, NITROGEN, ADDING PEAT OR COMPOST AND ADJUSTING FOR PH WITH LIME. SOIL IMPROVEMENTS CAN ALSO REDUCE THE AMOUNT OF MAINTENANCE REQUIRED AND QUANTITY OF WATER NEEDED BY PLANTS.
- v. PRUNING SHALL BE LIMITED TO REMOVAL OF DEAD AND/OR DYING LIMBS, PLANT MATERIAL IS ENCOURAGED TO RETAIN ITS NATURAL FORM.

c. **DESIGN GUIDELINES**

- i. **DECIDUOUS TREES** SHALL BE AT LEAST TWO (2) INCHES IN CALIPER, MEASURED SIX INCHES ABOVE GRADE.
- ii. **ORNAMENTAL TREES** SHALL BE AT LEAST ONE AND ONE-HALF (1.5) INCHES IN CALIPER, MEASURED SIX INCHES ABOVE GRADE.
- iii. **EVERGREEN TREES** SHOULD BE AT LEAST SIX (6) FEET IN HEIGHT.
- iv. **DECIDUOUS AND EVERGREEN SHRUBS** SHALL BE #5 CONTAINER OR GREATER.
- v. **ORNAMENTAL GRASSES AND PERENNIAL/GROUNDCOVERS** SHALL BE #1 CONTAINER OR GREATER.
- vi. ALL SIZES LISTED ARE REQUIRED PLANT MATERIAL SIZES AT TIME OF INSTALLATION.
- vii. MULCH SHALL BE A DEPTH OF AT LEAST 3 INCHES TO RETAIN WATER AROUND ROOTS.
- viii. WHENEVER THE CALCULATION OF THE QUANTITY OF LANDSCAPE MATERIALS YIELDS A FRACTION, THE NEXT HIGHEST WHOLE NUMBER SHOULD BE USED.
- ix. THE USE OF VERY LOW AND LOW WATER USE PLANT MATERIALS IS ENCOURAGED IN ALL LANDSCAPED AREAS.
- x. 'WATER-WISE' LANDSCAPE PRINCIPALS ARE ENCOURAGED IN ALL LANDSCAPE DESIGN AND ARE ACHIEVED THROUGH:
1. CAREFUL AND THOUGHTFUL PLANNING ON THE LANDSCAPE DESIGN.
2. USE OF SOIL AMENDMENT AND MATCHING PLANT MATERIAL TO THE SOILS AVAILABLE ON SITE.
3. THE USE OF PLANT MATERIALS SUITED FOR DROUGHT TOLERANCE OR REDUCED WATER DEMAND
4. THE USE OF APPROPRIATELY DESIGNED TURF GRASS AREAS AND APPROPRIATE TURF FOR THE SOILS AND EXPOSURE
5. GROUPING PLANTS WITH SIMILAR MOISTURE REQUIREMENTS, AND EXPOSURE REQUIREMENTS, COMMONLY CALLED HYDROZONING.
6. EFFECTIVE AND EFFICIENT IRRIGATION DESIGN WITH WEATHER SENSOR CAPABILITIES.
- xi. ALL LIVING PLANTS REQUIRED BY THIS SECTION, AS SHOWN ON A LANDSCAPE PLAN APPROVED BY THE CITY, SHALL BE MAINTAINED IN A LIVE AND HEALTHY STATE BY THE APPROPRIATE PROPERTY OWNER. DEAD OR UNHEALTHY PLANTS SHALL BE IMMEDIATELY REPLACED WITH THE SIZE AND TYPE OF PLANTS REQUIRED ON THE APPLICABLE DEVELOPMENT PLAN AND BY THIS SECTION.
- xii. REPLACEMENT OF PLANTS MAY BE DELAYED WHENEVER THE DIRECTOR DETERMINES THAT EXTENUATING CIRCUMSTANCES, BEYOND THE OWNERS CONTRACT PREVENT THE IMMEDIATE REPLACEMENT OF THE DEAD OR UNHEALTHY PLANTS, AND THE OWNER AGREES TO REPLACE THE DEAD OR UNHEALTHY PLANTS WITHIN A TIME ESTABLISHED BY THE DIRECTOR. IN ANY EVENT, THE DEAD OR UNHEALTHY PLANTS SHOULD BE REPLACED WITHIN NINE (9) MONTHS OF THE TIME THE PLANTS DIED OR BECAME UNHEALTHY.

d. **HEIGHT AND LOCATION.**

- i. **PERFORMANCE STANDARDS**
1. TREES SHALL BE PLANTED ON THE PROJECT SITES SO AS TO ALLOW FOR EIGHTY (80) PERCENT OF THEIR EXPECTED MATURE GROWTH.
2. ACCESS TO OR VIEW OF FIRE HYDRANTS SHALL NOT BE OBSTRUCTED FROM ANY SIDE.
3. LANDSCAPING SHALL NOT PREVENT ACCESS TO UTILITY STRUCTURES OR EQUIPMENT.
4. LANDSCAPE AND UTILITY PLANS SHALL BE COORDINATED TO COMPLY WITH THE OBJECTIVES AND STANDARDS ESTABLISHED IN THIS SECTION.
5. PLANT MATERIALS SHALL COMPLY WITH THE GUIDELINES FOR PLANTS LOCATED IN SIGHT DISTANCE TRIANGLES.
- ii. **DESIGN GUIDELINES.**
1. PLANTS WHICH WILL MATURE TO A HEIGHT OF SIX INCHES OR MORE SHOULD NOT BE PLANTED WITHIN THREE (3) FEET OF A FIRE HYDRANT.
2. SEPARATIONS BETWEEN TREES AND UTILITIES SHOULD COMPLY WITH THE FOLLOWING LIST.
- a. STREET LIGHTS - 35 FEET (SHADE TREE), 15 FEET (ORNAMENTAL TREE).
- b. WATER/SEWER UTILITY - 10 FEET
- c. FIRE HYDRANT - 20 FEET
- d. GAS MAIN - 5 FEET
- e. OVERHEAD/UNDERGROUND POWER - 5 FEET
- f. STOP SIGN - 20 FEET

c. **LANDSCAPE DESIGN.**

- a. **PERFORMANCE STANDARD.** ALL PRIVATE LOT AREAS NOT COVERED BY BUILDINGS, PARKING OR OTHER STRUCTURES SHALL BE AESTHETICALLY TREATED WITH LANDSCAPE MATERIAL INCLUDING TREES, SHRUBS AND GROUNDCOVERS CONSISTENT WITH THE PROVISIONS IN THIS SECTION. ALL PUBLIC RIGHT OF WAY, OPEN TRACT AND/OR BUFFER AREA NOT COVERED BY PARKING, ROADWAYS OR OTHER STRUCTURES SHALL BE AESTHETICALLY TREATED WITH LANDSCAPE MATERIAL INCLUDING TREES, SHRUBS AND GROUNDCOVERS CONSISTENT WITH THE PROVISIONS IN THIS SECTION.

b. **DESIGN GUIDELINES.**

- i. OVER-STORY SHADE TREES SHALL BE CHOSEN TO PROVIDE DOMINANT NEIGHBORHOOD CHARACTER AND IDENTITY. TREES WHICH ARE INDIGENOUS OR ADAPTABLE TO THE LOCAL CLIMATE, REQUIRE MINIMAL MAINTENANCE AND ARE DISEASE AND PEST RESISTANT ARE ENCOURAGED. TO ESTABLISH A LANDSCAPE THEME, THE SAME DESIGN ELEMENTS AND MATERIALS THAT ARE USED IN EXISTING, WELL LANDSCAPED, NEARBY PROPERTIES SHOULD BE USED ON NEW DEVELOPMENT SITES.
- ii. INTERMEDIATE ORNAMENTAL TREES SHOULD BE EMPLOYED FOR UNDER STORY SCREEN, WINDBREAK, AND VISUAL INTEREST. ORNAMENTAL TREES SHOULD BE USED TO DIVIDE A LARGE SITE INTO SMALLER COMPONENTS. SHRUBS ARE ENCOURAGED TO BE USED FOR LOW LEVEL BUFFERS, ENCLOSURE, TO IDENTIFY AND REINFORCE PATHWAYS AND TO PROVIDE VISUAL INTEREST AND DISPLAY.
- iii. PLANTING DESIGN SHOULD BE SIMPLE. MOUNDING AND MASSING OF SHRUB AND GROUNDCOVERS PLANTS OF APPROPRIATE SCALE.
- iv. TURF GRASS SHALL BE A BLEND OF DROUGHT RESISTANT FORMS OF A SOD FORMING GRASS. AS RECOMMENDED BY THE LOCAL EXTENSION SERVICE.
- v. NATIVE SEED AREAS SHALL BE A BLEND OF HARDY AND NATIVE SEED SIMILAR TO EXISTING NATIVE STANDS WITHIN THE AREA, WILDFLOWER SEEDS MAY BE ADDED TO THE BLEND WHERE APPLICABLE AND PROVIDE VISUAL INTEREST.
- vi. PLANTING AREAS SHOULD RELATE TO, COMPLEMENT AND SCREEN THE ARCHITECTURAL ELEMENTS OF THE BUILDINGS ON THE SITE WHERE APPLICABLE.
- c. **EDGE TREATMENT.** EDGE TREATMENT SHALL BE DESIGNED TO BE IN CONFORMANCE WITH REQUIRED BUFFERS AND LANDSCAPE STANDARDS IN THE LOVELAND SITE DEVELOPMENT AND PERFORMANCE STANDARDS.
- i. SPECIAL ATTENTION WILL BE APPLIED TO THE AREA BETWEEN THE EXISTING HUNTER'S RUN DEVELOPMENT AND PROPOSED W. 35TH STREET COLLECTOR ROADWAY.
- ii. SPECIAL ATTENTION WILL ALSO BE APPLIED TO THE WILSON AVE. FRONTAGE AND INCORPORATION OF ANY SIDEWALK/TRAIL IMPROVEMENTS WITHIN THE SITE. FENCING AND LANDSCAPING WILL BE USED TO HELP BUFFER THE SITE FROM N. WILSON AND AT THE SAME TIME CREATE A POSITIVE VISUAL APPEARANCE INTO THE SITE.
- d. **INSTALLATION AND MAINTENANCE.** REQUIRED LANDSCAPING AND PERIMETER FENCING SHALL BE INSTALLED BY THE DEVELOPER PER APPROVED PLANS AND WITHIN EACH PHASE OF THE DEVELOPMENT. SUCH IMPROVEMENTS WILL BE DONE IN CONJUNCTION WITH APPROPRIATE SEASONAL GUIDELINES. MAINTENANCE FOR COMMON AREA LANDSCAPING AND COMMON AREA FENCING AND FACILITIES SHALL BE THE RESPONSIBILITY OF THE METROPOLITAN DISTRICT.

D. **IRRIGATION REGULATIONS**

a. **PERFORMANCE STANDARDS**

- i. A WATERING SYSTEM THAT IS CAPABLE OF PROVIDING SUFFICIENT WATER TO MAINTAIN PLANTS IN A HEALTHY CONDITION SHALL BE INSTALLED IN ALL AREAS WHICH ARE LANDSCAPED WITH LIVE PLANTS. PURSUANT TO THE REQUIREMENTS OF THIS SECTION.
- ii. ALL LANDSCAPING AND IRRIGATION FACILITIES IN EACH PHASE OF A DEVELOPMENT SHALL BE INSTALLED CONCURRENTLY WITH THE PROPOSED RESIDENTIAL USES.

b. **DESIGN GUIDELINES**

- i. IRRIGATION GUIDELINES FOR ALL AREAS ARE AS FOLLOWS:
1. PROVISION SHOULD BE MADE FOR PERMANENT, AUTOMATIC IRRIGATION OF ALL PLANT MATERIALS REQUIRING MORE THAN FIFTEEN (15) INCHES OF WATER PER YEAR.
2. PROVISION SHOULD BE MADE TO PROVIDE TEMPORARY IRRIGATION FOR THE PURPOSE OF ESTABLISHING NEWLY PLANTED PLANT MATERIALS REQUIRING LESS THAN FIFTEEN (15) INCHES OF WATER PER YEAR.
- ii. ALL IRRIGATION SYSTEMS SHOULD BE MAINTAINED IN GOOD WORKING CONDITION.

E. **FENCING.**

- a. **PURPOSE.** PROPER FENCING CAN HAVE A UNIFYING EFFECT UPON A NEIGHBORHOOD OR STREETSCAPE BUT IMPROPER FENCING CAN DETRACT FROM THE APPEARANCE OF A NEIGHBORHOOD OR STREETSCAPE. CONTINUOUS LENGTHS OF FENCE CONTAINING SEVERAL SECTIONS OF DISSIMILAR DESIGN AND MATERIALS SHOULD BE AVOIDED. THE COORDINATION OF FENCE DESIGN AND MATERIALS AMONG NEIGHBORING PROPERTIES CAN HAVE A POSITIVE EFFECT ON THE VISUAL AND PSYCHOLOGICAL HARMONY OF AN AREA. PRELIMINARY FENCE DESIGNS SHALL BE SUBMITTED AT THE TIME OF THE PDP.
- b. **APPLICABILITY.** THE STANDARDS AND GUIDELINES IN THIS SECTION SHALL APPLY TO THE INSTALLATION OF ALL FENCES, INCLUDING FENCES ON LOTS FOR SINGLE FAMILY, PAIRED HOME, PATIO HOME, AND TOWNHOME/CONDOMINIUM DWELLINGS.
- c. **PERFORMANCE STANDARDS.**
- i. FENCING SHALL BE DESIGNED TO HAVE A UNIFYING EFFECT WITHIN A NEIGHBORHOOD BY COORDINATING THE DESIGN AND MATERIALS WITH NEIGHBORING PROPERTIES.
- ii. FENCING CONTAINING SEVERAL SECTIONS OF DISSIMILAR DESIGN AND MATERIALS SHALL BE AVOIDED.
- iii. ALL FENCING ADJACENT TO A PUBLIC OR PRIVATE STREET SHALL BE CONSTRUCTED OF A DURABLE MATERIAL WHICH IS COMPATIBLE WITH ADJOINING BUILDINGS AND FENCES.
- iv. LIMIT SHADING OF PUBLIC OR PRIVATE SIDEWALKS, FENCES SHALL BE OFFSET OR OPEN CONSTRUCTION TO LIMIT SHADING AND PREVENT MAINTENANCE ISSUES.
- v. ALL FENCING SHALL BE CONSTRUCTED OF BRICK, WOOD, WROUGHT IRON, DECORATIVE CONCRETE BLOCK, OR SIMILAR MATERIAL.
- vi. ALL FENCING SHALL BE CONSTRUCTED SO AS TO CONCEAL OR INTEGRATE INTO THE ARCHITECTURE OF THE FENCE ALL STRUCTURAL MEMBERS. IN STOCKADE FENCE CONSTRUCTION, POSTS AND CROSS MEMBERS SHALL BE VISIBLE ON THE SIDE OF THE FENCE THAT IS LESS VISIBLE TO THE PUBLIC.
- vii. ALL FENCING ADJACENT TO A PUBLIC OR PRIVATE STREET, OR REQUIRED AS PART OF A BUFFER YARD, SHALL BE MAINTAINED IN GOOD REPAIR.
- viii. CHAIN LINK FENCING, WITH OR WITHOUT SLATS, SHALL NOT BE USED AS A FENCING MATERIAL FOR SCREENING PURPOSE.
- ix. ALL FENCES, WALLS AND SIMILAR STRUCTURES SHALL BE MAINTAINED IN GOOD CONDITION. CHIPPED PAINT, MISSING FENCE PIECES, LEANING OR FALLEN PORTIONS OF A FENCE OR OTHER SIGNS OF DETERIORATION SHALL IMMEDIATELY BE REPLACED OR REPAIRED BY THE APPROPRIATE PROPERTY OWNER.



STAMP

PROJECT:

PROJECT NARRATIVE

GENERAL DEVELOPMENT PLAN - AMENDMENT ONE  
THE VILLAGES AT LEE FARM  
LOVELAND, COLORADO

PROJECT #:

15-005

DESIGNED BY:

CK/PM

DRAWN BY:

CK

CHECKED BY:

PM

ORIGINAL DATE:

MARCH 16, 2016

#	REVISION	DATE
1	CITY COMMENTS	5/28/16

SHEET #:



LEE FARM ADDITION  
GENERAL DEVELOPMENT PLAN - AMENDMENT ONE  
THE VILLAGES AT LEE FARM

BEING A GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69 WEST  
OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

GENERAL DEVELOPMENT PLAN NARRATIVE: (continued)

(FENCING – CONTINUED)

d. DESIGN GUIDELINES.

- THE FINAL SELECTION OF FENCING MATERIALS AND DESIGN SHOULD BE MADE ACCORDING TO THE USE IT WILL SERVE AND THE DESIGN CHARACTER OF ADJACENT OR ADJOINING FENCES.
- CONSIDERATION IN THE SELECTION OF FENCING MATERIALS SHOULD INCLUDE ITS INTENDED PURPOSE, LABOR REQUIRED FOR CONSTRUCTION, MAINTENANCE REQUIREMENTS, LONGEVITY AND COST. COLOR FOR FENCING SHOULD BE COMPATIBLE WITH THE ARCHITECTURE AND REFLECT THE MATERIALS USED. MASONRY SHOULD BLEND WITH THE ARCHITECTURE AND WOOD AND METAL COLORS SHOULD BE IN HARMONY WITH THE COLORS IN THE ARCHITECTURE.
- ALONG ARTERIAL AND COLLECTOR STREETS, FENCING SHOULD BE DESIGNED AND COORDINATED SO AS TO PROVIDE A UNIFIED AND POSITIVE IMAGE FOR THE NEIGHBORHOOD AND COMMUNITY.
- FENCING AND WALLS SHOULD BE CONSIDERED AN INTEGRAL PART OF THE ARCHITECTURAL AND SITE DESIGN FOR EACH UNIT.
- FENCES AND WALL HEIGHT SHALL MEET REQUIREMENTS OF THE LOVELAND MUNICIPAL CODE.
- FENCING SHOULD GENERALLY BE STEPPED UP OR DOWN TO ACCOMMODATE CHANGES IN TOPOGRAPHY RATHER THAN SLOPING WITH THE GROUND.
- LOCATION OF FENCES AND DEGREES OF OPENNESS SHOULD TAKE INTO ACCOUNT VIEW OR VISTAS, ENVIRONMENTAL CONCERNS SUCH AS WIND AND AIR CIRCULATION, AND THE DESIRED LEVEL OF PRIVACY.

F. NATURAL AREA FENCING AND LANDSCAPING

- PERFORMANCE STANDARDS.** THE LANDSCAPE PLAN FOR ANY OPEN LAND OR WETLANDS AREA WILL BE BASED UPON CONNECTING AREAS OF THE SITE WITH EACH OTHER AS WELL AS ALLOWING CONNECTIONS TO THE ADJACENT DEVELOPMENTS TO PERMIT PEDESTRIAN CONNECTIVITY. LANDSCAPE MATERIALS WILL CONSIDER AND USE, WHEREVER PRACTICABLE, NATURAL PLANT COMMUNITIES AND COMPATIBLE PLANTS WITH THE CHARACTER OF ANY OPEN LAND OR WETLANDS. FENCING SHOULD NOT DETRACT FROM THE DESIGN, BUT SHOULD BE USED AS AN APPROPRIATE DESIGN ELEMENT WHERE DESIRED. BECAUSE THE SITE IS GENERALLY DEVOID OF CANOPY MATERIAL, THE DESIGN SHOULD TAKE ADVANTAGE OF OPEN VISTAS THROUGHOUT THE SITE.
- OPEN SPACE EDGE TREATMENTS.** EDGE TREATMENT ADJACENT TO OPEN SPACE AND WETLANDS AND ADJACENT TO CASCADE AVENUE WILL BE TREATED AS ENHANCED NATIVE LANDSCAPES. THE CHARACTER WILL USE DROUGHT TOLERANT SPECIES OF SHRUBS AND TREES AND WILL EMPLOY CLUSTERED AND RANDOM PLACEMENT RATHER THAN FORMAL PLANT PLACEMENT. THE GOAL IS TO MAINTAIN THE EXISTING OPEN VISTAS. OPEN FENCES OF NO GREATER THAN FOUR FEET IN HEIGHT WILL BE ALLOWED ADJACENT TO WETLANDS AND DESIGNATED OPEN LANDS WHICH MAY INCLUDE EITHER FORMAL AND INFORMAL WALKWAYS.

G. SCREENING OF UNSIGHTLY AREAS.

- PERFORMANCE STANDARDS.**
  - UNSIGHTLY AREAS SHALL BE SCREENED FROM VIEW FROM PUBLIC SIDEWALKS, STREETS, TRAILS, PARKS, AND OTHER PROPERTIES WHICH ARE USED BY THE PUBLIC, AND RESIDENTIAL AREAS. UNSIGHTLY AREAS SHALL INCLUDE, BUT NOT BE LIMITED TO, OUTSIDE TRASH RECEPTACLES, LOADING DOCKS, OUTSIDE STORAGE AREAS, UTILITY BOXES, AND OPEN AREAS WHERE MACHINERY OR VEHICLES ARE STORED OR REPAIRED.
  - THE DIRECTOR MAY DETERMINE THAT OTHER AREAS SIMILAR TO THOSE SPECIFIED HEREIN ARE ALSO UNSIGHTLY AREAS AND SUBJECT TO THE STANDARDS AND GUIDELINES IN THIS SUBSECTION.
- DESIGN GUIDELINES.**
  - THE PREFERRED METHOD FOR SCREENING UNSIGHTLY AREAS IS THROUGH A VEGETATIVE SCREEN. WHERE APPLICABLE A SIX (6) FOOT HIGH MASONRY WALL OR WOOD FENCE WITH THE REQUIRED LANDSCAPING WITHIN THE BUFFER YARD LOCATED BETWEEN THE WALL AND THE AREA FROM WHICH THE SITE MAY BE VIEWED BY THE PUBLIC SHALL ALSO BE APPLICABLE.
  - WHENEVER PLANTS ALONE ARE USED AS A SCREEN, THE PLANTS SHOULD BE CONIFEROUS. THEY SHOULD PROVIDE AN OPAQUE SCREEN WITHIN THREE (3) YEARS OF THE TIME THEY ARE PLANTED.
  - UTILITY BOXES, INCLUDING, BUT NOT LIMITED TO, ELECTRICAL TRANSFORMERS, SWITCH GEAR BOXES, AND TELEPHONE PEDESTALS AND BOXES SHOULD BE SCREENED FROM VIEW ON ALL SIDES NOT USED FOR SERVICE ACCESS.
  - THE MATERIALS AND COLORS OF THE MATERIALS USED TO PROVIDE THE SCREENING SHOULD BLEND WITH THE SITE AND THE SURROUNDINGS.
  - TRASH ENCLOSURES SHOULD BE PLACED AROUND DUMPSTERS AND ANY OTHER PROPOSED RECEPTACLE OF TRASH. THE DUMPSTER SHOULD BE ENTIRELY SCREENED FROM VIEW. THE ENCLOSURE SHOULD PREVENT TRASH FROM BEING SCATTERED BY WIND OR ANIMALS. THE DUMPSTER SHOULD BE PLACED ON A CONCRETE PAD, ENCLOSED BY AN OPAQUE WALL AT LEAST SIX FEET IN HEIGHT, WITH GATES. THE ENCLOSURE SHOULD BE STURDY AND BUILT WITH QUALITY WOOD AND/OR MASONRY MATERIALS. THE TRASH ENCLOSURE SHOULD BE SITED SO THE GARBAGE TRUCK HAS CONVENIENT ACCESS TO THE ENCLOSURE AND HAS ROOM TO MANEUVER WITHOUT BACKING ONTO A PUBLIC RIGHT-OF-WAY.

H. SIGNAGE

- PURPOSE:** TO ALLOW FOR WAYFINDING AND BRANDING OF THE DEVELOPMENT, MONUMENT SIGNS OF VARYING MAGNITUDE SHALL BE PERMITTED ON SITE. MONUMENTS SHALL BE LOCATED ON BOTH ARTERIAL, COLLECTOR, AND LOCAL STREETS WHERE APPLICABLE. MONUMENTS SHALL BE CONSISTENT IN THEME AND MATERIALS AND PROVIDE AN ADDITIONAL UNIFYING ELEMENT TO THE DEVELOPMENT. PRELIMINARY MONUMENT DESIGNS AND LOCATIONS SHALL BE SUBMITTED AT THE TIME OF THE PDP.
- SIGN PERMITS SHALL BE REQUIRED.**
  - EXCEPT AS PROVIDED IN THE LOVELAND MUNICIPAL CODE, IT SHALL BE UNLAWFUL TO DISPLAY, ERECT, RELOCATE, OR ALTER ANY SIGN WITHOUT FIRST FILING WITH THE CITY AN APPLICATION IN WRITING AND OBTAINING A SIGN PERMIT.
  - WHEN A SIGN PERMIT HAS BEEN ISSUED BY THE CITY, IT SHALL BE UNLAWFUL TO CHANGE, MODIFY, ALTER, OR OTHERWISE DEViate FROM THE TERMS OR CONDITIONS OF SAID PERMIT WITHOUT PRIOR APPROVAL OF THE CITY. A WRITTEN RECORD OF SUCH APPROVAL SHALL BE ENTERED UPON THE ORIGINAL PERMIT APPLICATION AND MAINTAINED IN THE BUILDING PERMIT FILES OF THE BUILDING DIVISION.

c. APPLICATION FOR PERMIT.

- THE APPLICATION FOR A SIGN PERMIT SHALL BE MADE IN WRITING ON FORMS FURNISHED BY THE CITY AND SHALL BE SIGNED BY THE OWNER OF THE PROPERTY ON WHICH THE SIGN IS TO BE LOCATED.
- NO SIGN PERMIT SHALL BE ISSUED FOR A SIGN TO BE CONNECTED TO AN ELECTRICAL SOURCE UNLESS THE APPLICANT PROVIDES A COPY OF AN ELECTRICAL PERMIT ISSUED BY THE CITY.

d. LIMITATIONS.

- ILLUMINATION SHALL BE INDIRECT AND SHALL BE SHIELDED FROM ADJACENT TO RESIDENTIAL AREAS.
- FREESTANDING SIGNS WILL BE LIMITED TO MONUMENT SIGNS.
- POLE SIGNS AND WALL SIGNS SHALL NOT BE PERMITTED.

e. TEMPORARY SIGNS SHALL BE PERMITTED AS OUTLINED IN THE CITY OF LOVELAND ZONING CODE.

ACCESS, CIRCULATION AND PARKING REGULATIONS

COLLECTOR STREETS WILL PROVIDE THE PRIMARY CIRCULATION FROM THE NORTH END OF THE SITE TO THE SOUTH END OF THE SITE AND LINKS THE EASTERN AND WESTERN BOUNDARIES PERMITTING MAXIMUM CONNECTIVITY TO AND WITH THE ADJACENT SITES. CIRCULATION IS INTENDED TO PROVIDE CONNECTIVITY TO MAJOR TRANSPORTATION CORRIDORS ADJACENT TO THE SITE. THE SITE HAS THE POTENTIAL TO LINK ADJACENT PROPERTIES WITH PEDESTRIAN WAYS FOR USE IN BOTH RECREATION AND COMMUTER PURPOSES. THE DESIGN WILL PERMIT EFFICIENT PUBLIC SAFETY CONNECTIONS AS WELL AS CONNECTIONS THAT WILL BENEFIT THE GENERAL PUBLIC AS ADJACENT PROPERTIES EVENTUALLY DEVELOP. DESIRED CONNECTIVITY CAN BE PROVIDED AND REDUCTION OF PRESSURES ON ADJACENT ARTERIALS IS POSSIBLE, WHILE DESIGNING ACCESS TO THOSE ARTERIALS AT APPROPRIATE LOCATIONS.

- A. PURPOSE.** THESE PERFORMANCE STANDARDS AND DESIGN GUIDELINES SHALL APPLY TO ALL DEVELOPMENT, INCLUDING SINGLE FAMILY AND PAIRED HOME DEVELOPMENT, AND ARE INTENDED TO ENSURE THAT THE PARKING LOTS, ACCESS DRIVES, AND PEDESTRIAN AND BICYCLE FACILITIES OUTSIDE PUBLIC RIGHTS-OF-WAY ARE WELL DESIGNED WITH REGARD TO SAFETY, EFFICIENCY AND CONVENIENCE, BOTH WITHIN DEVELOPMENT SITES AND TO/FROM SURROUNDING AREAS. SIDEWALK AND/OR BICYCLE FACILITIES MAY BE REQUIRED TO EXTEND OFF-SITE BASED ON NEEDS CREATED BY A PROPOSED DEVELOPMENT.
- B. GENERAL PERFORMANCE STANDARDS.**
- ADHERE TO LOCAL AND APPLICABLE FIRE AND LIFE SAFETY REQUIREMENTS.
  - THE PARKING AND CIRCULATION SYSTEM WITHIN EACH DEVELOPMENT SHALL ACCOMMODATE THE MOVEMENT OF VEHICLES, BICYCLES, AND PEDESTRIANS THROUGHOUT THE PROPOSED DEVELOPMENT AND TO/FROM SURROUNDING AREAS. SAFETY AND SHAL CONtribute TO THE ATTRACTIVENESS OF THE DEVELOPMENT. THE ON-SITE PEDESTRIAN SYSTEM SHALL PROVIDE ADEQUATE DIRECTNESS, CONTINUITY, STREET CROSSINGS, VISIBLE INTEREST AND SECURITY AS DEFINED BY THESE PERFORMANCE STANDARDS AND DESIGN GUIDELINES. THE ON-SITE BICYCLE SYSTEM SHALL CONNECT TO THE CITY'S ON-STREET BIKEWAY NETWORK. CONNECTIONS TO THE CITY'S OFF-ROAD TRAIL SYSTEM SHALL BE MADE, TO THE EXTENT REASONABLY FEASIBLE.
  - BACKING AND TURNING MOVEMENTS ASSOCIATED WITH PARKING LAYOUT SHALL NOT OBSTRUCT OR CONFLICT WITH TRAFFIC, EITHER ON OR OFF-SITE.
  - ALL PARKING LOTS CONTAINING THREE OR MORE PARKING SPACES SHALL BE DESIGNED TO PROVIDE ADEQUATE ROOM TO ALLOW VEHICLES TO TURN AROUND AND TRAFFIC CONTROLLED THEREIN SO ALL VEHICLES ARE ABLE TO TRAVEL IN A FORWARD DIRECTION WHEN ENTERING AN ADJOINING PUBLIC RIGHT-OF-WAY, EXCLUDING RIGHTS-OF-WAY FOR ALLEYS.
  - PARKING FEATURES, SUCH AS PARKING STALLS AND ACCESS DRIVES, SHALL BE CLEARLY AND PERMANENTLY DEFINED ON THE PARKING SURFACE.
  - CURBS, WHEEL STOPS OR OTHER BARRIERS SHALL BE PROVIDED IN PARKING LOTS TO PREVENT VEHICLES FROM EXTENDING BEYOND THE PERIMETER OF THE PARKING LOT AND TO PREVENT VEHICLES FROM CONTACTING A WALL, FENCE, SIDEWALK, OR LANDSCAPING.
  - PARKING LOTS SHALL BE DESIGNED USING THE ANGLES, LAYOUT AND DIMENSIONS SHOWN BELOW UNLESS OTHER ANGLES, LAYOUT OR DIMENSIONS HAVE BEEN APPROVED BY THE CITY ENGINEER.
  - ALL OFF-STREET PARKING LOTS, INCLUDING LOADING, MANEUVERING AND ACCESS DRIVES, SHALL BE PAVED WITH ASPHALT, CONCRETE OR SIMILAR MATERIAL APPROVED BY THE CITY ENGINEER, EXCEPT THAT SUCH PARKING AREAS ON A LOT ON WHICH A SINGLE FAMILY DETACHED DWELLINGS AND PAIRED HOME DWELLINGS IS BEING DEVELOPED OR REDEVELOPED AND AREAS DESIGNATED FOR OUTDOOR STORAGE SHALL BE SURFACED WITH ASPHALT OR CONCRETE, COMPACTED GRAVEL OR OTHER SURFACING THAT DOES NOT CREATE DUST.

- ALL OFF-STREET PARKING AREAS SHALL BE UNOBSTRUCTED AND FREE OF OTHER USES. NO PART OF OFF-STREET PARKING FOR ANY BUILDING OR USE REQUIRED TO COMPLY WITH THE PROVISIONS OF THIS SECTION SHALL BE INCLUDED AS PART OF AN OFF-STREET PARKING AREA SIMILARLY REQUIRED FOR ANOTHER BUILDING OR USE AND NO PART OF AN OFF-STREET PARKING AREA REQUIRED FOR ANY BUILDING OR USE TO COMPLY WITH THE PROVISIONS OF SAID SECTION SHALL BE CONVERTED TO ANY USE OTHER THAN PARKING AREA UNLESS ADDITIONAL PARKING AREA IS PROVIDED TO REPLACE SUCH CONVERTED PARKING AREA AND TO MEET THE REQUIREMENTS OF ANY USE TO WHICH SUCH PARKING SPACE IS CONVERTED.
- UNOBSTRUCTED VEHICULAR ACCESS TO AND FROM A PUBLIC STREET SHALL BE PROVIDED FOR ALL OFF-STREET PARKING LOTS. VEHICULAR ACCESS SHALL BE PROVIDED IN SUCH MANNER TO PROTECT THE SAFETY OF PERSONS USING SUCH ACCESS OR TRAVELING IN THE PUBLIC STREET FROM WHICH SUCH ACCESS IS OBTAINED AND TO MAINTAIN THE TRAFFIC-CARRYING CAPACITY OF THE PUBLIC STREET FROM WHICH SUCH ACCESS IS OBTAINED.
- OFF-STREET GUEST PARKING SPACES FOR PAIRED HOME AND TOWNHOME/CONDOMINIUM DWELLINGS SHALL BE LOCATED WITHIN A REASONABLE DISTANCE TO THE HOMES.
- LIGHT FIXTURES PROVIDED FOR ANY OFF-STREET PARKING LOT ADJACENT TO A RESIDENTIAL USE OR RESIDENTIALLY ZONED AREA SHALL SHIELD THE SOURCE OF LIGHT FROM SIGHT AND PREVENT THE SPILLOVER OF DIRECT LIGHT ONTO SUCH USE OR ZONED AREA, WHILE STILL PROVIDING SECURITY TO MOTORISTS, PEDESTRIANS AND BICYCLISTS.
- THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTAINING ANY PARKING LOT IN GOOD CONDITION AND FREE OF REFUSE AND DEBRIS.
- ALL OFF-STREET PARKING LOTS WITH TEN (10) OR MORE SPACES SHALL BE SCREENED.
- ALL OFF-STREET PARKING LOTS WITH FIFTEEN (15) OR MORE SPACES SHALL CONTAIN INTERIOR A PARKING ISLAND WITH LANDSCAPING. ONE (1) TREE AND FOUR (4) SHRUBS MINIMUM.
- SIDEWALKS ALONG PUBLIC STREETS SHALL BE DESIGNED, CONSTRUCTED, AND MAINTAINED IN ACCORDANCE WITH THE CITY OF LOVELAND STREET STANDARDS.

- ALL LIGHTING POLES IN COMMON USE AREAS WILL BE 20 FEET IN HEIGHT OR LESS. ALL LIGHTING WILL BE DOWNWARD FACING AND FULLY SHUT OFF.

c. DESIGN GUIDELINE. REQUIRED PARKING SPACES SHALL BE LOCATED WITHIN A REASONABLE DISTANCE TO THE USE WHICH REQUIRES THE SPACE.

d. VEHICULAR ACCESS.

a. PERFORMANCE STANDARDS

- ALL DEVELOPMENT SHALL BE SUBJECT TO THE REQUIREMENTS FOR OBTAINING CITY APPROVAL OF THE DESIGN, NUMBER AND LOCATION OF VEHICULAR ACCESSES OF THE CITY STREET STANDARDS.
- APPROVAL OF ANY PARTICULAR DESIGN PLAN BY THE CITY SHALL NOT RELIEVE THE DEVELOPER OF THE RESPONSIBILITY TO COMPLY WITH THE REQUIREMENTS OF THIS SUBSECTION.
- ACCESS AND ASSOCIATED SITE DESIGN CONFIGURATION SHALL MEET THE REQUIREMENTS SET FORTH IN THE CITY OF LOVELAND STREET STANDARDS.
- FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE LOVELAND MUNICIPAL CODE.
- EVERY ACCESS TO A STATE HIGHWAY SHALL COMPLY WITH THE STATE HIGHWAY ACCESS CODE.

b. DESIGN GUIDELINES

- IT IS THE POLICY OF THE CITY TO PROTECT THE MOBILITY OF THROUGH TRAFFIC ON NON-LOCAL STREETS BY RESTRICTING THE NUMBER OF ACCESS POINTS TO PRIVATE PROPERTY TO A MINIMUM. HOWEVER SHOULD IT BE NECESSARY FOR THE EFFICIENT DEVELOPMENT OF PRIVATE PROPERTY, MORE THAN ONE ACCESS TO A PUBLIC STREET MAY BE PERMITTED WHEN THE ADDITIONAL ACCESS WILL NOT BE HAZARDOUS TO FUTURE SAFETY AND OPERATION OF THE STREET, AND THE ADDITIONAL ACCESS IS NECESSARY TO PROMOTE THE SAFEST, EFFICIENT AND FREE FLOW OF TRAFFIC ON AND OFFSITE, AS DETERMINED BY THE CITY ENGINEER.

E. PARKING LOT LAYOUT.

a. PERFORMANCE STANDARDS

- PARKING LOTS SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE FOLLOWING OBJECTIVES:
    - MINIMIZE THE NUMBER OF VEHICULAR TURNING MOVEMENTS AND POINTS OF VEHICULAR CONFLICT, PARTICULARLY AT ACCESS POINTS.
    - LOGICALLY CONNECT ADJACENT PROPERTIES.
    - PROVIDE FOR EMERGENCY VEHICLE ACCESS AND PREVENT ACCESS TO SERVICE AREAS OR LOADING ZONES FROM BEING OBSTRUCTING EMERGENCY VEHICLE ACCESS DRIVES.
    - PROVIDE ADEQUATE SPACE TO ALLOW THE STAGING OF FIRE FIGHTING EFFORTS.
    - INSTALL STANDARD TRAFFIC CONTROL SIGNS AND DEVICES TO DIRECT TRAFFIC WHERE NECESSARY WITHIN A PARKING LOT.
    - PROVIDE USERS THE NECESSARY SIGHT DISTANCES, PARKING LOT STACKS, AND TRAFFIC CONTROL DEVICES TO ENSURE THE SAFEST AND MOST PREDICTABLE SYSTEM OF PARKING AND CIRCULATION.
  - THE PARKING LOT LAYOUT SHALL SPECIFICALLY ADDRESS THE INTERRELATION OF PEDESTRIAN, VEHICULAR AND BICYCLE CIRCULATION IN ORDER TO PROVIDE CONTINUOUS, DIRECT PEDESTRIAN ACCESS WITH A MINIMUM OF DRIVEWAY AND ACCESS DRIVE CROSSINGS.
- b. DESIGN GUIDELINES. PARKING AND LANDSCAPE DESIGN SHALL CONFORM WITH THIS DOCUMENT AND THE LOVELAND SITE DEVELOPMENT PERFORMANCE STANDARDS (SDPS) FOR ANY ITEMS NOT SPECIFICALLY MENTIONED WITHIN THIS DOCUMENT.

F. SAFETY CONSIDERATIONS.

a. PERFORMANCE STANDARDS

- PARKING LOTS, ACCESS DRIVES, AND LANDSCAPING SHALL BE DESIGNED TO PROVIDE ADEQUATE SITE DISTANCES FOR SAFE AND EFFICIENT MOVEMENT OF PEDESTRIANS, BICYCLES AND VEHICLES.
  - MINIMIZE CONFLICTS BETWEEN PEDESTRIAN AND VEHICULAR TRAFFIC
  - TO THE MAXIMUM EXTENT FEASIBLE, PEDESTRIANS SHALL BE SEPARATED FROM VEHICLES AND BICYCLES.
  - PARKING LOTS AND ACCESS DRIVES, INCLUDING ACCESS DRIVES TO LOADING ZONES AND SERVICE AREAS, SHALL BE DESIGNED SO THAT THERE IS NO VEHICLE STACKING INTO A PUBLIC RIGHT-OF-WAY.
- b. DESIGN GUIDELINES
- SIGHT DISTANCE TRIANGLES SHOULD BE CALCULATED, IN ACCORDANCE WITH THE PROCEDURES SET FORTH IN THE CITY OF LOVELAND STREET STANDARDS, FOR ALL INTERSECTION OF ACCESS DRIVES, ACCESS DRIVES AND PEDESTRIAN WALKWAYS, ACCESS DRIVES AND BICYCLE LANES OR TRAILS, AND ACCESS DRIVES AND PUBLIC STREETS.
  - WHERE COMPLETE SEPARATION OF PEDESTRIANS FROM VEHICLES AND BICYCLES IS NOT POSSIBLE, POTENTIAL HAZARDS SHOULD BE MINIMIZED BY THE USE OF TECHNIQUES SUCH AS SPECIAL PAVING, GRADE SEPARATIONS, PAVEMENT MARKING, SIGNS OR STRIPING, BOLLARDS, MEDIAN REFUGE AREAS, TRAFFIC CALMING FEATURES, LANDSCAPING, LIGHTING OR OTHER MEANS TO CLEARLY DELINEATE PEDESTRIAN AREAS, FOR BOTH DAY AND NIGHT USE.
  - WHERE PEDESTRIANS AND BICYCLISTS SHARE WALKWAYS, THE PEDESTRIAN/BICYCLE SYSTEM SHOULD BE DESIGNED TO BE WIDE ENOUGH TO EASILY ACCOMMODATE THE AMOUNT OF PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES THAT ARE ANTICIPATED. A MINIMUM WIDTH OF EIGHT (8) FEET SHALL BE REQUIRED FOR SUCH SHARED WALKWAYS AND SUCH WALKWAYS SHALL MEET AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) GUIDELINES, GUIDE FOR DEVELOPMENT OF BICYCLE FACILITIES, AS AMENDED. ADDITIONAL WIDTHS, OF UP TO FOUR FEET, MAY BE REQUIRED TO ACCOMMODATE HIGHER VOLUMES OF BICYCLE AND PEDESTRIAN TRAFFIC WITHIN AND LEADING TO DEVELOPMENT SITES IN THE ZONING DISTRICTS AND LEADING TO RECREATIONAL, INSTITUTIONAL, CIVIC, AND PUBLIC USES. DEVELOPMENT PLANS SHOULD INCLUDE SITE AMENITIES THAT ENHANCE SAFETY AND CONVENIENCE AND PROMOTE WALKING OR BICYCLING AS AN ALTERNATIVE MEANS OF TRANSPORTATION. SITE AMENITIES MAY INCLUDE DRINKING FOUNTAINS, CANOPIES AND BENCHES.

G. CURB CUTS AND RAMPS PERFORMANCE STANDARDS.

- CURB CUTS AND RAMPS SHALL BE LOCATED AT CONVENIENT, SAFE LOCATIONS FOR THE PHYSICALLY DISABLED, FOR BICYCLISTS AND FOR PEOPLE PUSHING STROLLERS OR CARTS.
- THE LOCATION AND DESIGN OF CURB CUTS AND RAMPS SHALL MEET THE REQUIREMENTS OF CITY STREET STANDARDS AND THE AMERICANS WITH DISABILITIES ACT AND SHALL AVOID CROSSING OR FUNNELING TRAFFIC THROUGH LOADING AREAS, DRIVE-IN LANES AND OUTDOOR TRASH STORAGE/COLLECTION AREAS.

H. WALKWAYS.

a. PERFORMANCE STANDARDS

- WALKWAYS WITHIN A DEVELOPMENT SITE SHALL BE LOCATED AND ALIGNED TO DIRECTLY AND CONTINUOUSLY CONNECT AREAS OR POINTS OF PEDESTRIAN ORIGIN AND DESTINATION AND SHALL NOT BE LOCATED AND ALIGNED SOLELY BASED ON THE OUTLINE OF A PARKING LOT CONFIGURATION THAT DOES NOT PROVIDE SUCH DIRECT PEDESTRIAN ACCESS. WALKWAYS SHALL LINK STREET SIDEWALKS WITH BUILDING ENTRIES THROUGH PARKING LOTS.
- WHERE IT IS NECESSARY FOR THE PRIMARY PEDESTRIAN WALKWAY TO CROSS ACCESS DRIVES, THE PEDESTRIAN SAFETY SHALL BE GIVEN A PRIORITY. THE MATERIAL AND LAYOUT OF THE PEDESTRIAN ACCESS SHALL BE CONTINUOUS AS IT CROSSES THE ACCESS DRIVE, WITH A BREAK IN CONTINUITY OF THE ACCESS DRIVE PAVING AND NOT IN THE PEDESTRIAN WALKWAY SURFACE.

b. DESIGN GUIDELINES

- PEDESTRIAN WALKWAYS IN PARKING LOTS SHOULD BE SEPARATED FROM THE SURFACE OF THE PARKING LOT WITH AN ELEVATED PAVED SURFACE NOT LESS THAN FIVE (5) FEET IN WIDTH.
- PEDESTRIAN WALKWAYS IN PARKING LOTS SHOULD BE WELL-MARKED USING PAVEMENT TREATMENTS, SIGNS, STRIPING, SIGNALS, LIGHTING, TRAFFIC CALMING TECHNIQUES, MEDIAN REFUGE AREAS AND LANDSCAPING.

I. ON-SITE/OFF-SITE PEDESTRIAN/ BICYCLE FACILITIES PERFORMANCE STANDARDS.

- THE PEDESTRIAN AND BICYCLE CIRCULATION SYSTEM REQUIRED ON THE DEVELOPMENT SITE SHALL BE DESIGNED TO PROVIDE, OR ALLOW FOR, DIRECT CONNECTIONS TO OFF-SITE PEDESTRIAN AND BICYCLE FACILITIES PROVIDING ACCESS TO MAJOR DESTINATIONS INCLUDING, BUT NOT LIMITED TO, PARKS, SCHOOLS, NEIGHBORHOOD AND CONVENIENCE SHOPPING CENTERS, AND TRANSIT STOPS THAT ARE LOCATED EITHER WITHIN THE DEVELOPMENT OR ADJACENT TO THE DEVELOPMENT.
- THE PEDESTRIAN AND BICYCLE CIRCULATION SYSTEM REQUIRED ON THE DEVELOPMENT SITE SHALL PROVIDED OR ALLOW FOR, ON-SITE CONNECTIONS TO EXISTING OR PLANNED OFF-SITE PEDESTRIAN AND BICYCLE FACILITIES AT POINTS NECESSARY TO PROVIDE DIRECT PEDESTRIAN AND BICYCLE TRAVEL FROM THE DEVELOPMENT TO MAJOR PEDESTRIAN DESTINATIONS LOCATED WITHIN THE NEIGHBORHOOD. IN ORDER TO PROVIDE DIRECT PEDESTRIAN CONNECTIONS TO THESE DESTINATIONS, THE CITY MAY REQUIRED THE DEVELOPER TO CONSTRUCT ADDITIONAL SIDEWALKS OR WALKWAYS NOT ASSOCIATED WITH A STREET, OR AN EXTENSION OF A SIDEWALK FROM THE END OF A CUL-DE-SAC TO ANOTHER STREET OR WALKWAY.

J. REQUIRED NUMBER OF OFF-STREET PARKING SPACES

PARKING SPACE ALLOCATIONS TO BE BASED ON STANDARDS IN THE LOVELAND MUNICIPAL CODE SECTION 18.42, AND THE CITY OF LOVELAND SITE DEVELOPMENT PERFORMANCE STANDARDS AND GUIDELINES.



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STAMP

PROJECT:

PROJECT NARRATIVE

GENERAL DEVELOPMENT PLAN - AMENDMENT ONE  
THE VILLAGES AT LEE FARM  
LOVELAND, COLORADO

PROJECT #

15-005

DESIGNED BY:

CK/PM

DRAWN BY:

CK

CHECKED BY:

PM

ORIGINAL DATE:

MARCH 16, 2016

#	REVISION	DATE
1	CITY COMMENTS	5/28/16

SHEET #:



LEE FARM ADDITION  
GENERAL DEVELOPMENT PLAN - AMENDMENT ONE  
THE VILLAGES AT LEE FARM

BEING A GENERAL DEVELOPMENT PLAN OF A PORTION OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 69 WEST  
OF THE 6TH P.M., TO THE CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

GENERAL DEVELOPMENT PLAN NARRATIVE: (continued)

SUPPLEMENTAL REGULATIONS

CHILD CARE CENTERS, GROUP CARE AND CHILD DAY CARE FACILITIES: SHALL COMPLY WITH THE LOVELAND MUNICIPAL CODE

TEMPORARY USES

- A. **APPLICABILITY.** THE STANDARDS AND REQUIREMENTS IN THIS SECTION SHALL APPLY TO THE ESTABLISHMENT, REESTABLISHMENT AND CONTINUED OPERATION SUBSEQUENT TO THE ADOPTION OF THESE PROVISIONS OF THE FOLLOWING TEMPORARY USES:
- a. **TEMPORARY MERCHANT.** ANY PERSON WHO ENGAGES IN THE BUSINESS OF SELLING, OFFERING FOR SALE, OR SOLICITING ORDERS FOR GOODS OR SERVICES FROM A SINGLE LOCATION, INCLUDING, BUT NOT LIMITED TO: THE SALE OF CHRISTMAS TREES, FIREWORKS, PUMPKINS, PRODUCE, RUGS, ARTWORK, AND ANIMALS, THE SITE ON WHICH A TEMPORARY MERCHANT ENGAGES IN SUCH BUSINESS MAY CONTAIN OUTDOOR DISPLAY AND SALES AREAS AND DISPLAY STRUCTURES
  - b. **TEMPORARY CONSTRUCTION OFFICE.** A MOBILE OFFICE UNIT LOCATED ON A LOT WHERE CONSTRUCTION ACTIVITY AUTHORIZED BY THE CITY IS OCCURRING AND THE OFFICE IS NOT ACCESSIBLE BY THE GENERAL PUBLIC.
  - c. **RESIDENTIAL SALES OFFICES.** A MOBILE OFFICE UNIT OR MODEL HOME USED BY SALES PERSONNEL TO MARKET AND SELL RESIDENTIAL PROPERTIES WITHIN THE SAME SUBDIVISION IN WHICH THE TEMPORARY SALES OFFICE IS LOCATED. NO PROPERTIES MAY BE MARKETED OR SOLD FROM A TEMPORARY SALES OFFICE THAT IS NOT LOCATED WITHIN THE SAME SUBDIVISION AS SUCH TEMPORARY SALES.
  - d. **TEMPORARY EXPANSION OF USE.** A MODULAR OR MOBILE BUILDING USED TO EXPAND A PERMANENT BUILDING CONTAINING A PRINCIPAL USE, INCLUDING BUT NOT LIMITED TO TEMPORARY SCHOOL CLASSROOMS AND OFFICES
  - e. **TEMPORARY ESTABLISHMENT OF USE.** A MODULAR OR MOBILE BUILDING USED TO ESTABLISH A PRINCIPAL USE ON A VACANT LOT PRIOR TO CONSTRUCTION OF THE PERMANENT BUILDING FOR SUCH USE.
  - f. **MISCELLANEOUS.** ADDITIONAL TEMPORARY USES MAY BE PERMITTED UPON CONSENT OF THE METROPOLITAN DISTRICT INCLUDING BUT NOT LIMITED TO: RECYCLING BINS, DONATION BINS

- B. **PERMIT REQUIREMENTS.** NO TEMPORARY USE SHALL BE CONDUCTED IN THE CITY UNLESS SUCH USE HAS BEEN AUTHORIZED BY THE CITY THROUGH THE ISSUANCE OF A "TEMPORARY USE PERMIT" IN ACCORDANCE WITH THE PROCEDURES OUTLINED IN THE LOVELAND MUNICIPAL CODE.

C. **ADDITIONAL STANDARDS FOR CERTAIN TEMPORARY USES.**

- a. **TEMPORARY CONSTRUCTION OFFICE.**
  - i. TEMPORARY CONSTRUCTION OFFICES SHALL BE PERMITTED ONLY ON LOTS WHERE CONSTRUCTION ACTIVITY IS, OR WILL BE, OCCURRING, PURSUANT TO AUTHORIZATION BY THE CITY. NO TEMPORARY CONSTRUCTION OFFICE SHALL BE INSTALLED ON A CONSTRUCTION SITE UNTIL THE CITY HAS GRANTED AUTHORIZATION FOR SUCH CONSTRUCTION ACTIVITY
  - ii. IF A MOBILE OFFICE UNIT IS USED TO ESTABLISH A TEMPORARY CONSTRUCTION OFFICE, THEN SUCH OFFICE UNIT SHALL COMPLY WITH THE CITY CODE.
- b. **RESIDENTIAL SALES OFFICES.**
  - i. RESIDENTIAL SALES OFFICES SHALL BE LOCATED ONLY WITHIN THE RESIDENTIAL SUBDIVISION CONTAINING THE PROPERTIES BEING MARKETED AND SOLD FROM SUCH SALES OFFICE.
  - ii. IF A MOBILE OFFICE UNIT IS USED TO ESTABLISH A RESIDENTIAL SALES OFFICE, THEN SUCH OFFICE UNIT SHALL COMPLY WITH THE CITY CODE.
  - iii. SALES OFFICES LOCATED IN A MODEL HOME SHALL COMPLY WITH THE CITY CODE
  - iv. EACH SUBDIVISION SHALL BE ALLOWED A SALES OFFICE IN EITHER A MOBILE OFFICE UNIT OR MODEL HOME FOR PURPOSES OF SALE OF LOTS OR DWELLING UNITS WITHIN THE SUBDIVISION.
  - v. NO TEMPORARY USE PERMIT SHALL BE ISSUED FOR A RESIDENTIAL SALES OFFICE UNLESS A SITE PLAN, MEETING THE STANDARDS SET FORTH IN THE DEVELOPMENT APPLICATION INFORMATIONAL REQUIREMENTS MASTER LIST, IS APPROVED BY THE CITY.
  - vi. SHALL ADHERE TO APPLICABLE BUILDING CODE, THE AMERICAN DISABILITIES ACT, AND THE CITY FIRE CODE REGULATIONS
  - vii. AT THE DISCRETION OF THE DIRECTOR, THE LOT CONTAINING THE SALES OFFICE SHALL BE LANDSCAPED TO BE CONSISTENT WITH THE CHARACTER OF A RESIDENTIAL NEIGHBORHOOD.

- D. **TIME LIMITS FOR TEMPORARY USE PERMITS.** THE TIME LIMITS SET FORTH IN THE CITY CODE SHALL APPLY TO TEMPORARY USE PERMITS.

E. **TERMINATION AND REMOVAL OF TEMPORARY USES.**

- a. IF THE ACTIVE AND CONTINUOUS DISPLAY AND SALE OF MERCHANDISE OR THE PROVISION OF A SERVICE IS NOT CARRIED ON AS A TEMPORARY USE DURING A PERIOD OF THIRTY (30) DAYS, THE TEMPORARY USE SHALL BE TERMINATED AND SHALL BE REMOVED FROM THE SITE. REMOVAL SHALL OCCUR WITHIN TEN (10) DAYS OF THE EXPIRATION OF THE THIRTY (30) DAY PERIOD.
- b. UPON VACATING THE PREMISES, THE SITE SHALL BE LEFT IN A CONDITION THAT IS EQUAL TO OR BETTER THAN THE APPEARANCE OF THE SITE PRIOR TO THE ESTABLISHMENT OF THE TEMPORARY USE.

- F. **MODIFICATIONS.** CHANGES OR MODIFICATIONS TO A TEMPORARY USE PERMIT SHALL REQUIRE THE SUBMITTAL OF A NEW APPLICATION, PAYING OF ALL APPLICATION REVIEW FEES, AND APPROVAL OF A NEW TEMPORARY USE PERMIT, EXCEPT THAT THE DIRECTOR MAY AUTHORIZE MINOR VARIATIONS IN THE LOCATION OF STRUCTURES OR IMPROVEMENTS CAUSED BY ENGINEERING OR OTHER UNFORESEEN DIFFICULTIES. SUCH CHANGES OR MODIFICATIONS AUTHORIZED BY THE DIRECTOR SHALL NOT MODIFY THE CHARACTER OR USE OF AN APPROVED TEMPORARY USE PERMIT. THE DIRECTOR MAY REQUIRE THE APPLICANT TO SUBMIT A REVISED SITE PLAN.

- G. **APPEALS.** THE APPLICANT FOR A TEMPORARY USE PERMIT MAY APPEAL DECISIONS OF THE DIRECTOR TO THE PLANNING COMMISSION IN ACCORDANCE WITH THE PROVISIONS OF THE CITY CODE.

H. **ENFORCEMENT.**

- a. IT SHALL BE UNLAWFUL FOR THE OWNER OF ANY PROPERTY SUBJECT TO TEMPORARY USE PERMIT ISSUED BY THE CITY TO ALLOW SUCH USE TO BE OPERATED IN ANY MANNER OTHER THAN IN COMPLIANCE WITH SUCH PERMIT AND THE STANDARDS SET FORTH IN THIS SECTION.
- b. THE APPLICANT FOR ALL USES SUBJECT TO THE REQUIREMENTS OF THIS SECTION AND FOR WHICH A TEMPORARY USE PERMIT HAS BEEN ISSUED BY THE CITY SHALL DISPLAY SUCH PERMIT IN A MANNER MAKING SUCH PERMIT READILY VISIBLE. IF SUCH PERMIT IS NOT DISPLAYED IN ACCORDANCE WITH THIS REQUIREMENT, THE CITY MAY REQUIRE THE IMMEDIATE TERMINATION AND REMOVAL OF THE TEMPORARY USE AND ALL APPURTENANCES ASSOCIATED WITH SUCH USE.

CONDITIONS

PLANNING - REVIEW:

- 1. STAGGERED SETBACKS SHALL BE INCORPORATED WITHIN THE SINGLE-FAMILY AREAS. A SETBACK MATRIX SHALL BE INCLUDED IN THE PRELIMINARY DEVELOPMENT PLAN SUBMITTALS THAT CONTAIN SINGLE FAMILY USES.
- 2. GARAGES FOR PAIRED RESIDENTIAL UNITS SHALL NOT EXTEND MORE THAN 12 FEET BEYOND THE FRONT OF THE FACADE OF THE LIVING PORTION OF THE DWELLING.
- 3. ALL LOTS ALONG LOCAL STREETS SHALL HAVE ONE TREE AND CORNER LOTS SHALL HAVE ONE TREE PER STREET FRONTAGE PLANTED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- 4. ANY APPLICATION FOR ANY PRELIMINARY DEVELOPMENT PLAN IN WHICH A WETLAND IS LOCATED SHALL NOT BE CONSIDERED COMPLETE BY THE CITY UNLESS THE APPLICATION INCLUDES CORRESPONDENCE WITH OR A COPY OF ANY PERMIT REQUIRED BY THE ARMY CORPS OF ENGINEERS FOR DISTURBANCE OF A WETLAND.
- 5. NO PRELIMINARY DEVELOPMENT PLAN IN WHICH WETLANDS ARE LOCATED SHALL BE APPROVED UNLESS THE APPLICANT DEMONSTRATES THAT THE EXISTING WETLANDS WILL BE PRESERVED IN A CONDITION SIMILAR TO ITS PRESENT STATE. TO PRESERVE THE WETLANDS, THE APPLICANT SHALL SUBMIT A REPORT DETAILING POTENTIAL IMPACTS OF THE DEVELOPMENT ON THE WETLANDS AND INCLUDE MITIGATION MEASURES TO ADDRESS THESE IMPACTS. AT A MINIMUM, THE REPORT SHALL ADDRESS THE POST-DEVELOPMENT WATER REGIME OF THE WETLANDS AND BUFFERING PROPOSED FOR WATER QUALITY AND WILDLIFE HABITAT AROUND THE WETLANDS.
- 6. NO PRELIMINARY DEVELOPMENT PLAN IN WHICH WETLANDS ARE LOCATED SHALL BE APPROVED UNLESS THE APPLICANT DEMONSTRATES THAT THERE IS NO NET LOSS IN THE EXTENT TO WHICH THE EXISTING WETLANDS WITH THE LEE FARM ADDITION WOULD RETAIN THE QUANTITY AND QUALITY OF STORM WATER RUN-OFF PRIOR TO BEING DISCHARGED.
- 7. ANY APPLICATION FOR A PRELIMINARY DEVELOPMENT PLAN WITHIN AREA C (WETLAND AREA) SHALL INCLUDE A COMPLETE UPDATED ENVIRONMENTALLY SENSITIVE AREA REPORT BY A QUALIFIED PROFESSIONAL NO DEVELOPMENT SHALL BE APPROVED IN AREAS IDENTIFIED IN SAID REPORTS AS WETLAND OR OTHERWISE ENVIRONMENTALLY SENSITIVE OR BUFFER AREAS RECOMMENDED IN SAID REPORT.
- 8. NO PRIVATE LOTS SHALL EXTEND INTO EXISTING OR DEVELOPED WETLANDS OR OTHER ENVIRONMENTALLY SENSITIVE AREAS OR WITHIN THE BUFFERS ESTABLISHED AS PART OF THE MITIGATION AND PROTECTION OF THESE WETLANDS AND OTHER ENVIRONMENTALLY SENSITIVE AREAS.
- 9. BUFFER YARDS: THE DEVELOPER AND/OR HOMEBUILDER SHALL INSTALL ALL CURBSIDE BUFFER YARDS, COMMON OPEN SPACE, PRIVATE WALKS AND/OR PATHS AND OTHER OPEN SPACE AND/OR PRIVATE PARK AMENITIES, INCLUDING ALL FENCES AND/OR WALLS LOCATED IN, OR ALONG THE EDGE OF, BUFFER YARDS AND OPEN SPACE. THESE IMPROVEMENTS SHALL BE INSTALLED PRIOR TO ISSUANCE OF THE FIRST BUILDING PERMIT IN THE CURRENT CONSTRUCTION PHASE, UNLESS ADEQUATE FINANCIAL SECURITY HAS BEEN FILED BY THE DEVELOPER WITH THE CITY. ALL FORMAL LANDSCAPED AREAS SHALL BE IRRIGATED BY A PERMANENT, AUTOMATIC IRRIGATION SYSTEM.
- 10. ALL AREAS SHOWN AS IRRIGATED TURF IN THE APPROVED LANDSCAPE PLAN SHALL BE LANDSCAPED USING DROUGHT TOLERANT SPECIES. ALL COMPONENTS OF IRRIGATION SYSTEMS, EXCEPT FOR SPRINKLER HEADS AND CONTROL BOXES, SHALL BE BURIED AT SUFFICIENT DEPTH BELOW GROUND SURFACE TO INSURE THAT NORMAL OPEN SPACE MAINTENANCE MEASURES WILL NOT DAMAGE THE IRRIGATION SYSTEM.
- 11. A TYPE D LANDSCAPE BUFFER YARD SHALL BE INSTALLED BY THE DEVELOPER AND/OR HOMEBUILDER FOR ALL DOUBLE FRONTAGE RESIDENTIAL LOTS IN THE DEVELOPMENT. FOR PURPOSES OF MEETING THIS REQUIREMENT, THE STREET TREES FOR SAID BUFFER YARDS MAY BE PLANTED AT SPACING NO GREATER THAN THIRTY-FIVE FEET ON CENTER AND THE BUFFER YARD SHALL BE A MINIMUM WIDTH OF 20 FEET.
- 12. THE DEVELOPER AND/OR HOMEBUILDER SHALL PLANT THE TREE LAWN ALONG BOTH SIDES OF ALL INTERIOR ARTERIAL OR COLLECTOR STREETS WITH STREET TREES AND SOD. THE TREES IN THE TREE LAWN SHALL BE CONSIDERED AS A PART OF THE REQUIRED BUFFER IN 11 ABOVE. THESE TREES SHALL BE PLANTED AT 30-40 FEET REGULAR SPACING EXCEPT TO ALLOW FOR NECESSARY DRIVEWAYS. PERMANENT IRRIGATION SHALL BE INCLUDED IN THIS INSTALLATION TO INSURE THE HEALTH AND VITALITY OF THE SOD AND TREES. THE SOD AND STREET TREES SHALL BE PLANTED BEFORE ISSUANCE OF THE FIRST BUILDING PERMIT IN ANY GIVEN CONSTRUCTION PHASE, UNLESS ADEQUATE FINANCIAL SECURITY HAS BEEN FILED BY THE DEVELOPER WITH THE CITY.
- 13. ALL PRIVATE WALKS AND/OR PATHS AND OTHER OPEN SPACE AND/OR PRIVATE PARK AMENITIES SHALL BE INSTALLED BY THE DEVELOPER AND/OR HOMEBUILDER BEFORE ISSUANCE OF THE FIRST BUILDING PERMIT IN THAT CONSTRUCTION PHASE, UNLESS ADEQUATE FINANCIAL SECURITY IS FILED WITH THE CITY.
- 14. EROSION CONTROL FENCE. BEFORE ANY GRADING OR OTHER DISTURBANCE TO ANY PORTION OF THE LAND WITHIN LEE FARM, A TEMPORARY 4 FOOT MESH FENCE AND EROSION CONTROL FENCE, OR A CONTINUOUS ANCHORED HAY BALE FENCE, SHALL BE INSTALLED BY THE DEVELOPER. FOR THOSE AREAS FOR WHICH MODIFICATION AND/OR ENHANCEMENTS ARE EXPRESSLY APPROVED BY THE CITY AND/OR ACOE, THE FENCE SHALL BE INSTALLED BY THE DEVELOPER AFTER COMPLETION OF ALL APPROVED MODIFICATIONS AND/OR ENHANCEMENTS.
- 15. SOLID FENCES. SOLID MATERIAL FENCES, AS DEFINED IN CHAPTER 18.48 OF THE MUNICIPAL CODE, AS AMENDED, SHALL NOT BE ALLOWED IN THE FRONT YARD OF ANY RESIDENTIAL LOT. NO SOLID MATERIAL FENCES SHALL BE INSTALLED ON ANY LOT CLOSER TO ANY STREET THAT ABUTS THE SIDE OF SAID LOT THAN THE MINIMUM SIDE YARD SETBACK ON THE LOT.
- 16. OPEN SPACE LANDSCAPING. DEVELOPER SHALL ENSURE THAT THE OWNER(S) OF THE COMMON OPEN SPACES SHALL LANDSCAPE OR OTHER IMPROVEMENTS APPROVED BY THE CITY IN GOOD CONDITION AT ALL TIMES. MAINTENANCE SHALL INCLUDE BUT NOT BE LIMITED TO, APPROPRIATE IRRIGATION, REPLACEMENT OF DEAD OR DYING PLANTS, REGULAR REPAIR AND FLUSHING OF IRRIGATION SYSTEMS, REPLACEMENT OF MULCH AND WEED FABRIC, AND CONTROL OF WEEDS.
- 17. LOTS THAT ABUT THE BUCK ADDITION WITHIN THE BUBBLE B-1 SHALL BE SINGLE FAMILY DETACHED UNITS.

PW-TRANSPORTATION:

- 1. ALL FUTURE DEVELOPMENT WITHIN THIS GDP SHALL COMPLY WITH THE LARIMER COUNTY URBAN AREA STREET STANDARDS (LCUASS) ADOPTED OCTOBER 2002 AND THE TRANSPORTATION PLAN ADOPTED OCTOBER 2001 AND ANY UPDATES TO EITHER IN EFFECT AT THE TIME OF A SITE SPECIFIC DEVELOPMENT APPLICATION. ANY AND ALL VARIANCES FROM THESE STANDARDS AND PLANS REQUIRE SPECIFIC WRITTEN APPROVAL BY THE CITY ENGINEER.
- 2. NOTWITHSTANDING ANY CONCEPTUAL INFORMATION PRESENTED IN THE GDP SUBMITTAL; STREET LAYOUT, STREET ALIGNMENTS, ACCESS LOCATIONS, INTERSECTION CONFIGURATIONS AND INTERSECTION OPERATIONS (TRAFFIC CONTROLS) SHALL BE DETERMINED AT THE TIME OF APPLICATION FOR SITE SPECIFIC DEVELOPMENT.
- 3. NOTWITHSTANDING ANY INFORMATION PRESENTED IN THE MASTER TRAFFIC IMPACT STUDY FOR THE GDP, THE DEVELOPER SHALL PROVIDE ANY ADDITIONAL TRAFFIC INFORMATION, CORRECTIONS, REVISIONS AND ANALYSIS REQUIRED BY THE CITY TO VERIFY COMPLIANCE WITH THE ADEQUATE COMMUNITY FACILITIES ORDINANCE AT THE TIME OF APPLICATION FOR SITE SPECIFIC DEVELOPMENT PLAN REVIEW AND APPROVAL. FUTURE TRAFFIC IMPACT STUDIES FOR SITE SPECIFIC DEVELOPMENT PLANS SHALL USE A STUDY AREA DETERMINED BY CONSIDERING THE CUMULATIVE TRIP GENERATION WITHIN THE ENTIRE GDP (I.E. -- TRAFFIC FROM THE PROPOSED USE PLUS TRAFFIC FROM PREVIOUSLY APPROVED SITE SPECIFIC DEVELOPMENT PLANS).
- 4. THE OWNER SHALL DEDICATE TO THE CITY, AT NO COST TO THE CITY, RIGHT-OF-WAY FOR ALL STREET FACILITIES ADJACENT TO, OR WITHIN, THIS ADDITION THAT ARE SHOWN ON THE ADOPTED TRANSPORTATION PLAN. UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER, THE TIMING OF THE DEDICATION(S) SHALL BE AS FOLLOWS:
  - A. A RIGHT-OF-WAY FOR 43RD STREET AND WILSON AVENUE SHALL BE DEDICATED PRIOR TO THE RECORDING OF THE FIRST DEVELOPMENT APPLICATION WITHIN THIS ADDITION.
  - B. RIGHT-OF-WAY FOR CASCADE AND 35TH STREET SHALL BE DEDICATED PRIOR TO, OR CONCURRENT WITH, APPROVAL OF CURRENT PHASE OF THE DEVELOPMENT APPLICATION WITHIN THIS ADDITION OF WHICH IT IS INCLUDED.
- 5. THE DEVELOPER AGREES TO ACQUIRE, AT NO COST TO THE CITY, ANY OFF-SITE RIGHT-OF-WAY NECESSARY FOR MITIGATION IMPROVEMENTS. PRIOR TO THE APPROVAL OF ANY SITE SPECIFIC DEVELOPMENT APPLICATIONS WITHIN THIS ADDITION, THE DEVELOPER SHALL SUBMIT DOCUMENTATION SATISFACTORY TO THE CITY ATTORNEY AND THE CITY ENGINEER, ESTABLISHING THE DEVELOPER'S UNRESTRICTED ABILITY TO ACQUIRE SUFFICIENT PUBLIC RIGHT-OF-WAY FOR THE CONSTRUCTION AND MAINTENANCE OF ANY REQUIRED STREET IMPROVEMENTS TO BOTH ADJACENT AND OFF-SITE STREETS.
- 6. THE ULTIMATE ROADWAY IMPROVEMENTS, INCLUDING SIDEWALK, ADJACENT TO THE PROPERTY FOR 43RD STREET AND WILSON AVENUE SHALL BE DESIGNED AND CONSTRUCTED BY THE DEVELOPER, UNLESS DESIGNED AND CONSTRUCTED BY OTHERS. A CASH-IN-LIEU PAYMENT MAY BE ACCEPTED FOR ALL OR PART OF THE IMPROVEMENTS, IF APPROVED BY THE CITY ENGINEER. THE TIMING AND DETAILED SCOPE OF THESE IMPROVEMENTS WILL BE DETERMINED THROUGH REVIEW AND APPROVAL OF THE SITE SPECIFIC DEVELOPMENT PLANS.
- 7. NO PARKING WILL BE ALLOWED ON 35TH STREET WITHIN THIS GDP. ADDITIONALLY, NO HOUSE OR DRIVEWAY SHALL FRONT ONTO 35TH STREET WITHIN THIS GDP.
- 8. CASCADE AVENUE SHALL BE DESIGNED AND CONSTRUCTED TO THE LCUASS MAJOR COLLECTOR ROADWAY STANDARDS WITHIN THIS GDP UNLESS OTHERWISE MODIFIED ON THE ADOPTED TRANSPORTATION PLAN.

FIRE:

- 1. FOR ESTABLISHING THE PROPOSED ZONING OF THIS DEVELOPMENT FOR RESIDENTIAL WITH SOME SHARED COMMUNITY SPACES, THE DEVELOPMENT IS SUBJECT TO COMPLYING WITH THE FOLLOWING:
  - THERE SHALL BE A MINIMUM OF TWO ACCESSES TO EACH AND EVERY PHASE OF THE DEVELOPMENT.
  - THERE SHALL BE ADEQUATE WATER PER THE CURRENTLY ADOPTED IFC FOR EACH PHASE OF THE DEVELOPMENT.
  - ALL STRUCTURES SHALL COMPLY WITH THE MOST CURRENTLY ADOPTED BUILDING AND FIRE CODES AT THE TIME OF DEVELOPMENT.

WATER/WASTEWATER:

- 1. WATER BOOSTER STATION REQUIREMENTS. THE PARTIES ACKNOWLEDGE THAT IN ORDER TO PROVIDE WATER SERVICE TO ANY PROPERTY WITHIN THE BOOSTED PRESSURE ZONE 2 (BPZ2), WHICH IS A PRESSURE ZONE IS IDENTIFIED TO SERVE BUILDINGS WITH A FINISHED FLOOR AT AND ABOVE ELEVATION 5160, UPGRADES TO THE EXISTING 29TH STREET WATER BOOSTER STATION (LOCATED ABOUT 3/4 MILES WEST OF N. WILSON AVE. AND JUST SOUTH OF W. 29TH STREET) NEED TO BE DESIGNED AND CONSTRUCTED UNLESS DESIGNED AND CONSTRUCTED BY OTHERS. NO BUILDING PERMITS SHALL BE ISSUED FOR ANY PHASE OF THE DEVELOPMENT WITHIN THE BPZ2 REGION UNTIL THE BOOSTER STATION IMPROVEMENTS HAVE BEEN COMPLETED, ACTIVATED, AND ACCEPTED BY THE CITY. THE CITY AND THE DEVELOPER WILL PARTICIPATE TOGETHER AND EACH WILL COST SHARE THEIR APPROPRIATE PORTION OF DESIGNS AND CONSTRUCTION COSTS AS AGREED TO BETWEEN THE PARTIES.
- 2. UNLESS CONSTRUCTED BY OTHERS, THE DEVELOPER SHALL DESIGN AND CONSTRUCT AT A MINIMUM THE FOLLOWING PUBLIC IMPROVEMENTS PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS WITHIN BPZ2:
  - A. ALL PORTIONS OF THE WATER UTILITY INFRASTRUCTURE SYSTEM WHICH IS NECESSARY TO CONVEY SERVICE AND LOOPING REQUIREMENTS FOR WATER QUALITY AS ILLUSTRATED IN THE PUBLIC IMPROVEMENT CONSTRUCTION PLANS (PICPS) FOR VANGUARD-FAMLECO 13TH SUBDIVISION, OTHERWISE KNOWN AS HUNTERS RUN WEST FILING 1. SPECIFICALLY THIS INCLUDES A 16" WATER MAIN FROM THE 29TH STREET WATER BOOSTER STATION TO THE SITE AND A 12" WATER MAIN FROM BAYFIELD DRIVE TO THE SITE.

- 3. UNLESS CONSTRUCTED BY OTHERS, THE DEVELOPER SHALL DESIGN AND CONSTRUCT AT A MINIMUM THE FOLLOWING PUBLIC IMPROVEMENTS PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS WITHIN THE WESTERN WASTEWATER BOUNDARY:
  - A. ALL PORTIONS OF THE WASTEWATER UTILITY INFRASTRUCTURE SYSTEM WHICH IS NECESSARY TO PROVIDE GRAVITY WASTEWATER SERVICE AS ILLUSTRATED IN THE PUBLIC IMPROVEMENT CONSTRUCTION PLANS (PICPS) FOR VANGUARD-FAMLECO 13TH SUBDIVISION, OTHERWISE KNOWN AS HUNTERS RUN WEST FILING 1. SPECIFICALLY THIS INCLUDES EXTENDING THE 8" WASTEWATER MAIN FROM TABERNASH DRIVE TO THE SITE.
- 4. WITH ANY PDP SUBMITTAL THE DEVELOPER SHALL PROVIDE A WATER AND WASTEWATER IMPACT DEMAND ANALYSIS REPORT FOR APPROVAL.

PARKS AND REC:

- 1. THE DEVELOPER SHALL DEDICATE A MAXIMUM 30' WIDE PEDESTRIAN ACCESS EASEMENT FOR THE RECREATION TRAIL ALONG WILSON AVENUE PRIOR TO FDP APPROVAL. FINAL EASEMENT WIDTH AND LOCATION WILL BE DETERMINED DURING PDP.
- 2. THE DEVELOPER SHALL DEDICATE AN ADEQUATELY SIZED EASEMENT FOR THE RECREATION TRAIL UNDERPASS FOR WILSON AVENUE. THE EASEMENT SIZE AND LOCATION SHALL BE DETERMINED DURING PDP AND SHALL MINIMIZE THE NEED FOR RETAINING WALLS AND MEET ADA REQUIREMENTS.
- 3. THE DEVELOPER SHALL CONSTRUCT A 10' WIDE COMBINED CONCRETE TRAIL/SIDEWALK, MEETING CITY OF LOVELAND TRAIL STANDARDS, FOR THE ENTIRE LENGTH OF THE EAST PROPERTY LINE ALONG WILSON AVENUE AND CONNECT TO THE FUTURE UNDERPASS.
- 4. PER THE PROPOSED GDP CONCEPTUAL SITE PLAN, AN ENVIRONMENTALLY SENSITIVE AREAS REPORT WILL BE REQUIRED PRIOR TO PDP APPROVAL FOR AREA C DUE TO THE EXISTENCE OF WETLANDS LABELED ON THE PROPOSED GDP.
- 5. RECREATION TRAIL DEDICATIONS SHALL BE RECORDED ON THE FINAL PLAT OR SHALL BE DEDICATED BY SEPARATE INSTRUMENT.
- 6. THE DEDICATIONS AND CONSTRUCTION OF THE TRAIL/SIDEWALK ALONG WILSON AVENUE SHALL BE COMPLETED IN THE FIRST PHASE OF THE DEVELOPMENT. DESIGN AND ENGINEERING OF THE PROPOSED PEDESTRIAN UNDERPASS SHALL ALSO BE COMPLETED IN THE FIRST PHASE OF THE DEVELOPMENT. THE CONSTRUCTION SHALL BE COMPLETED 'BY OTHERS'.

VALERIAN

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STAMP:

PROJECT:

PROJECT NARRATIVE

GENERAL DEVELOPMENT PLAN - AMENDMENT ONE  
THE VILLAGES AT LEE FARM  
LOVELAND, COLORADO

PROJECT #:		
15-005		
DESIGNED BY:		
CK/PM		
DRAWN BY:		
CK		
CHECKED BY:		
PM		
ORIGINAL DATE:		
MARCH 16, 2016		
#	REVISION	DATE
1	CITY COMMENTS	5/28/16
SHEET #		



# Lee Farm GDP

## Master Traffic Impact Study

KE Job #2016-007

Prepared For:

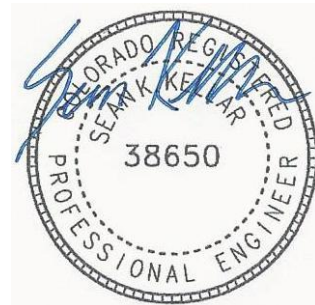
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**March 11, 2016**

**Sean K. Kellar, PE, PTOE**

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





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## Introduction

This Master Traffic Impact Study (MTIS) is for the proposed Lee Farm General Development Plan (GDP) located at the northwest quadrant of the Wilson Avenue/35<sup>th</sup> Street intersection in Loveland, CO. See Vicinity Map on page 4. The purpose of this MTIS is to verify that the long range 2035 peak hour link volumes of the streets adjacent to and within the Lee Farm GDP will comply with the approved City of Loveland 2035 Transportation Plan and to verify that the project has the ability to demonstrate compliance with the Adequate Community Facilities (ACF) Ordinance and the Larimer County Urban Area Street Standards (LCUASS) at the time of development. A Traffic Impact Study (TIS) will also be provided with the subsequent submittal of the Lee Farm Preliminary Development Plan (PDP).

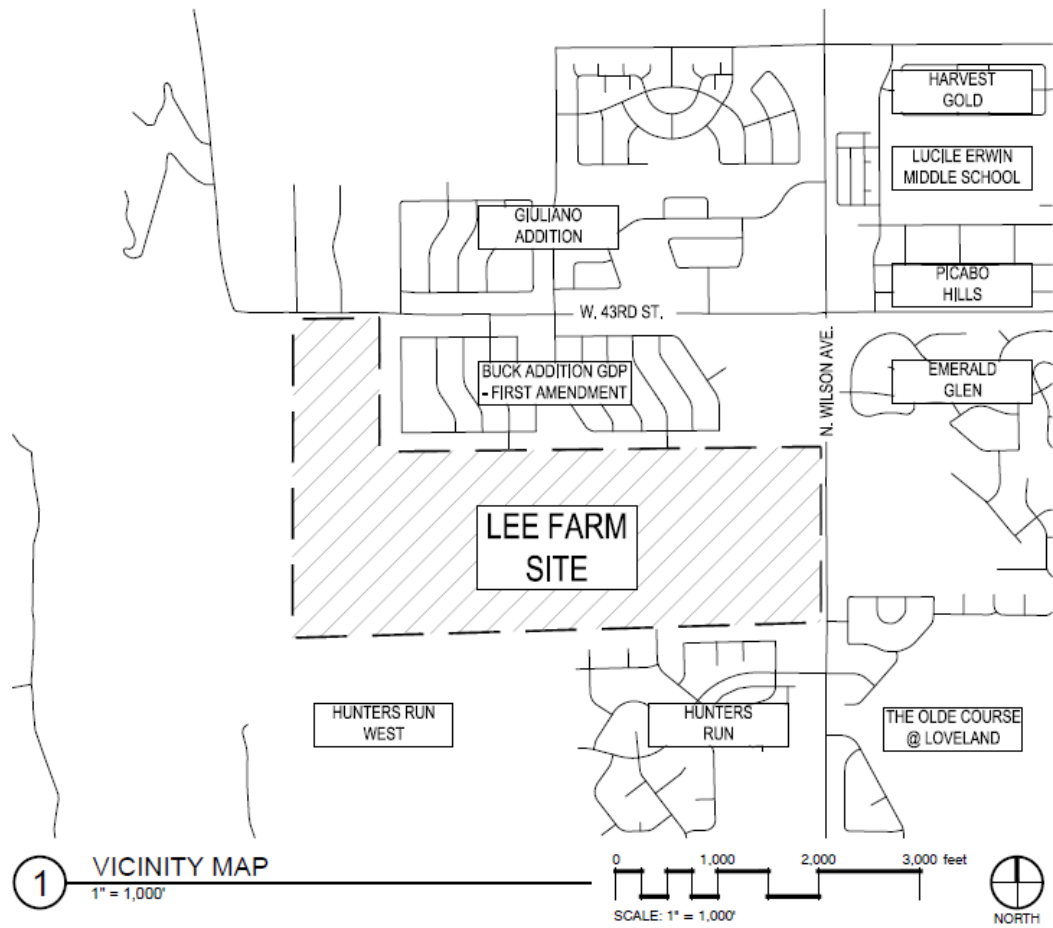
Kellar Engineering (KE) has prepared the MTIS to document the results of the project's anticipated traffic generation characteristics and to identify projected impacts to the local and regional transportation system. The proposed development is anticipated to generate approximately 7,547 daily weekday trips, 594 AM peak hour trips, and 788 PM peak hour trips.

## Existing Conditions and Roadway Network

The project site is located at the northwest quadrant of the Wilson Avenue/35<sup>th</sup> Street intersection in Loveland, Colorado. The project site is currently undeveloped land. Residential land uses exist north and south of the project site. Additionally, the land west of the project site is currently undeveloped but zoned for residential. Wilson Avenue is an existing north/south street that borders the east side of the Lee Farm project site. Wilson Avenue is classified as a 4-lane Arterial on the 2035 Transportation Plan with a posted speed of 45 mph adjacent to the project site. Wilson Avenue is currently constructed to the 4-lane cross section with bike lanes and auxiliary lanes. 43<sup>rd</sup> Street is an existing east/west street located north of the project site. 43<sup>rd</sup> Street is classified as a 2-lane Arterial on the 2035 Transportation Plan and has a posted speed of 35 mph. 43<sup>rd</sup> Street is currently constructed to its ultimate 2-lane Arterial cross section per Chapter 7 of the Larimer County Urban Area Street Standards (LCUASS) with: two 13' wide thru lanes, a 16' wide center turn lane, and 7' wide bike lanes. 29<sup>th</sup> Street is an

existing east/west street located south of the project site. 29<sup>th</sup> Street is classified as a 2-lane Arterial on the 2035 Transportation Plan and has a posted speed of 35 mph. 29<sup>th</sup> Street is currently constructed to the LCUASS 2-lane Arterial cross section adjacent to the developed properties. 29<sup>th</sup> Street does not have a bike lane or curb and gutter on the south side of 29<sup>th</sup> Street when adjacent to undeveloped land. Future development will construct the ultimate adjacent curb, gutter, and sidewalk along the south side of 29<sup>th</sup> Street along each development's property frontage. 12' wide thru lanes and a 12' wide center turn lane still exists along the entire cross section of 29<sup>th</sup> Street. 35<sup>th</sup> Street is a future east/west street that will be constructed within the Lee Farm project site. 35<sup>th</sup> Street is classified as a Major Collector on the 2035 Transportation Plan within the project site and will be designed and constructed to the LCUASS Major Collector cross section with a posted speed of 35 mph upon development of the property. Cascade Avenue is a future north/south street that will be constructed within the Lee Farm project site. Cascade Avenue is classified as a Major Collector on the 2035 Transportation Plan within the project site and will be designed and constructed to the LCUASS Major Collector cross section with a posted speed of 35 mph upon development of the property.

## Vicinity Map



### Pedestrian/Bicycle Facilities and School Routing

Wilson Avenue currently has 7' wide bike lanes and detached sidewalks adjacent to the developed properties. A continuous sidewalk system currently exists on the east side of Wilson Avenue. Upon development of the Lee Farm project, sidewalk will be designed and constructed along the west side of Wilson Avenue adjacent to the project site. Additionally, the internal streets within the Lee Farm project site will have sidewalks on both sides of the street and the internal Major Collector streets (Cascade Avenue and 35<sup>th</sup> Street) will also have bike lanes and sidewalks on both sides of the street. Ponderosa Elementary School is located northwest of the 43<sup>rd</sup> Street and Wilson Avenue intersection. Additionally, Lucille Irwin Middle School is located northeast of the 43<sup>rd</sup> Street and Wilson Avenue intersection. Pedestrians from Lee Farm will be able to cross Wilson Avenue at the 35<sup>th</sup> Street/Wilson Avenue signalized intersection and walk north along the continuous sidewalk network on the east side of Wilson Avenue to 43<sup>rd</sup> Street to walk to both Lucille Irwin Middle School and Ponderosa Elementary School via a signalized crossing of 43<sup>rd</sup> Street and a continuous sidewalk network along the north side of 43<sup>rd</sup> Street. Additionally, pedestrians will also be able to walk along the internal local street sidewalk connections from Lee Farm via the future local street connections to Julesburg Drive and Le Veta Drive within the Buck First Subdivision to the north.

### Proposed Development

The Lee Farm GDP is a residential development within Loveland, CO upon a currently undeveloped property consisting of approximately 750 single family dwelling units and approximately 70 townhomes. Due to the size and scale of the overall development, the project will likely develop in phases. A TIS will also be provided with the future Lee Farm PDP to address the future phasing of the Lee Farm project and to demonstrate compliance with the ACF Ordinance and the Larimer County Urban Area Standards (LCUASS).

### Trip Generation

Site generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Report* published by the Institute of Transportation Engineers (ITE). ITE has established trip generation rates in nationwide studies of similar land uses. For this study, KE used the *ITE 9<sup>th</sup> Edition Trip Generation Report* average trip rates. The Lee Farm GDP is anticipated to generate approximately 7,547 daily weekday trips, 594 AM peak hour trips, and 788 PM peak hour trips. Table 1 summarizes the estimated trip generation for the proposed development.

### Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, anticipated surrounding development areas, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site generated traffic that approaches the site from a given direction and departs the site back to the original source. Figure 2 illustrates the trip distribution used for the project's analysis.

### Traffic Assignment

Traffic assignment was obtained by applying the trip distribution to the estimated trip generation of the development. Figure 3 shows the site generated traffic assignment for the AM and PM peak hour link volumes.

### Background Traffic and Total Traffic

Background traffic projections were based upon long range traffic projections from other previously approved traffic impact studies near the project site and from the 2035 Transportation Plan. Figure 4 shows the Long Range Background 2035 Peak Hour Link Volumes. Additionally, Figure 5 (Long Range Total 2035 Peak Hour Link Volumes) shows the total long range projected traffic which consists of combining the Site

Generated Peak Hour Link Volumes with the Long Range Background 2035 Peak Hour Link Volumes.

Adequate Community Facilities (ACF) Ordinance Criteria

The long range total 2035 peak hour link volumes shown in Figure 5 were compared with the ACF Traffic Thresholds in Table 2 to verify that the streets adjacent to and within the Lee Farm GDP meet the link volume criteria in the Adequate Community Facilities (ACF) Ordinance. As shown in Table 2, the street links will meet the ACF Ordinance criteria. See Appendix for the Peak Hour Traffic Link Volume Worksheets.





**Table 1- Lee Farm GDP Trip Generation**

ITE Code	Land Use	Size	Average Daily Trips		AM Peak Hour Trips					PM Peak Hour Trips				
			Rate	Total	Rate	In	Rate	Out	Total	Rate	In	Rate	Out	Total
210	Single Family	750 DU	9.52	7,140	0.19	143	0.56	420	563	0.63	473	0.37	278	751
230	Townhome	70 DU	5.81	407	0.07	5	0.37	26	31	0.35	25	0.17	12	37
<b>Total</b>				<b>7,547</b>		<b>148</b>		<b>446</b>	<b>594</b>		<b>498</b>		<b>290</b>	<b>788</b>

DU= Dwelling Units

Figure 1: Recent Traffic

Traffic Counts of: Wilson/43<sup>rd</sup>, Wilson/Woodward Access, and Wilson/35<sup>th</sup> on 3/8/16

Traffic Counts of: Wilson/29<sup>th</sup> on 3/9/16

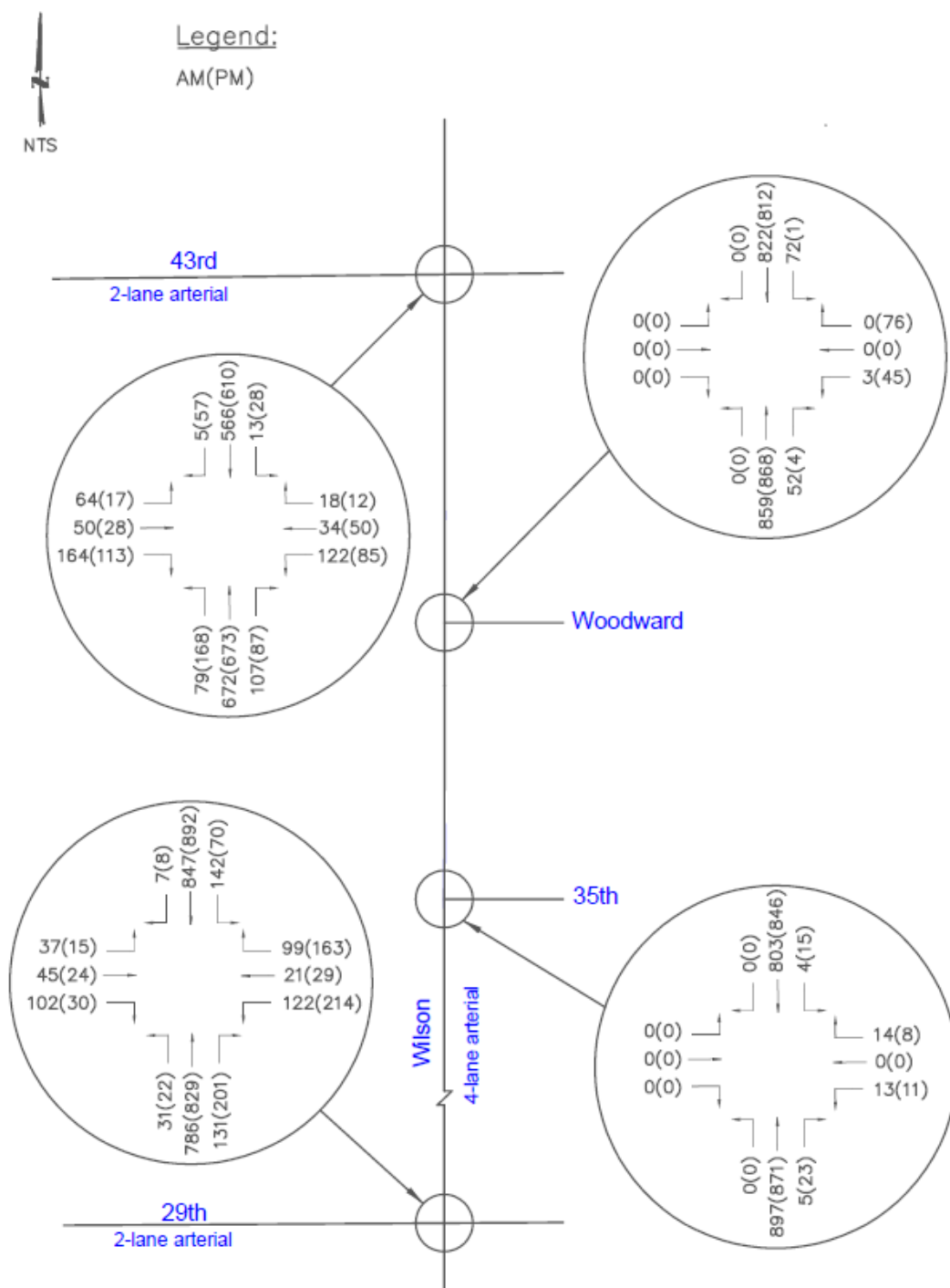


Figure 2: Trip Distribution

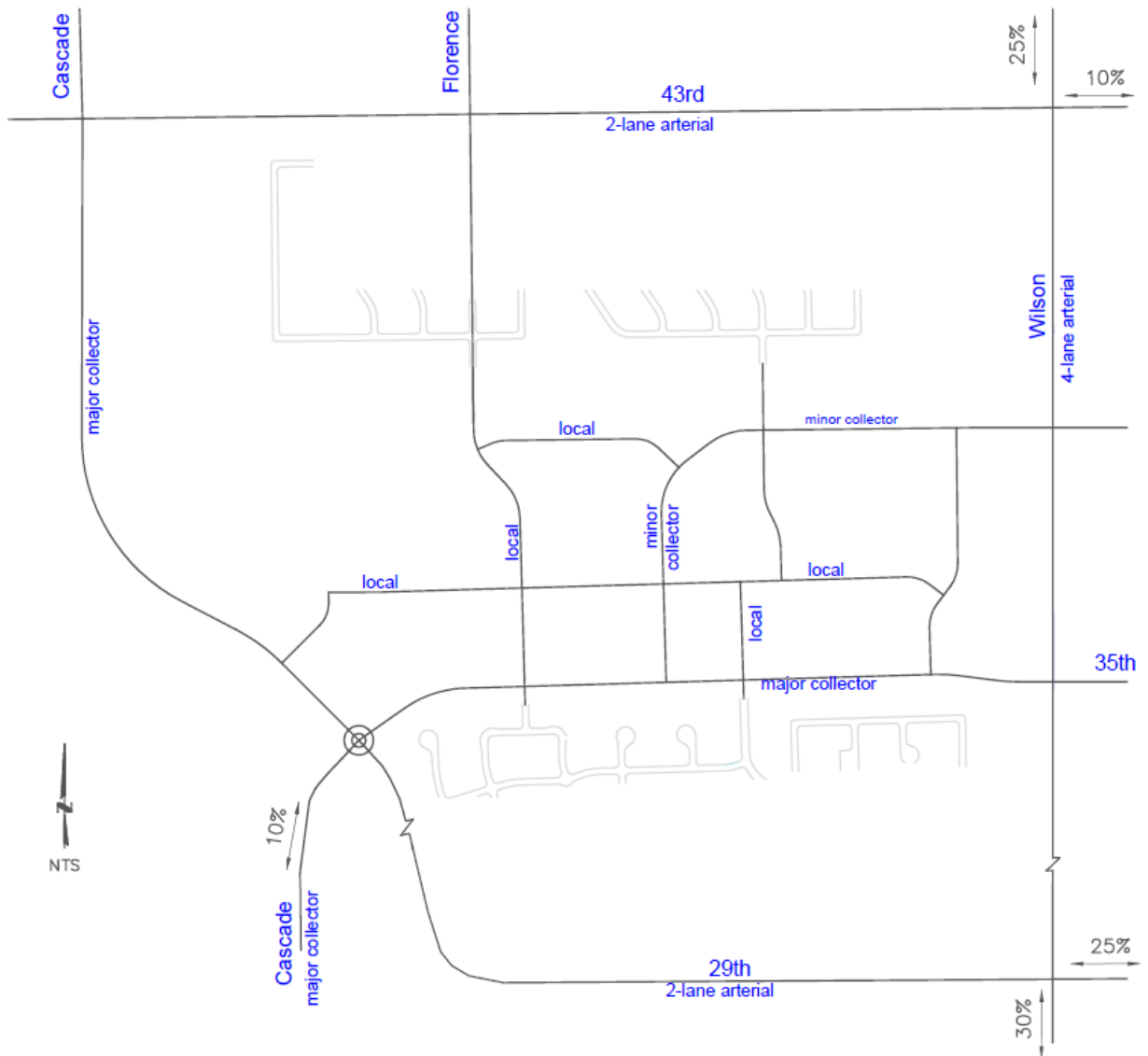


Figure 3: Site Generated Peak Hour Link Volumes

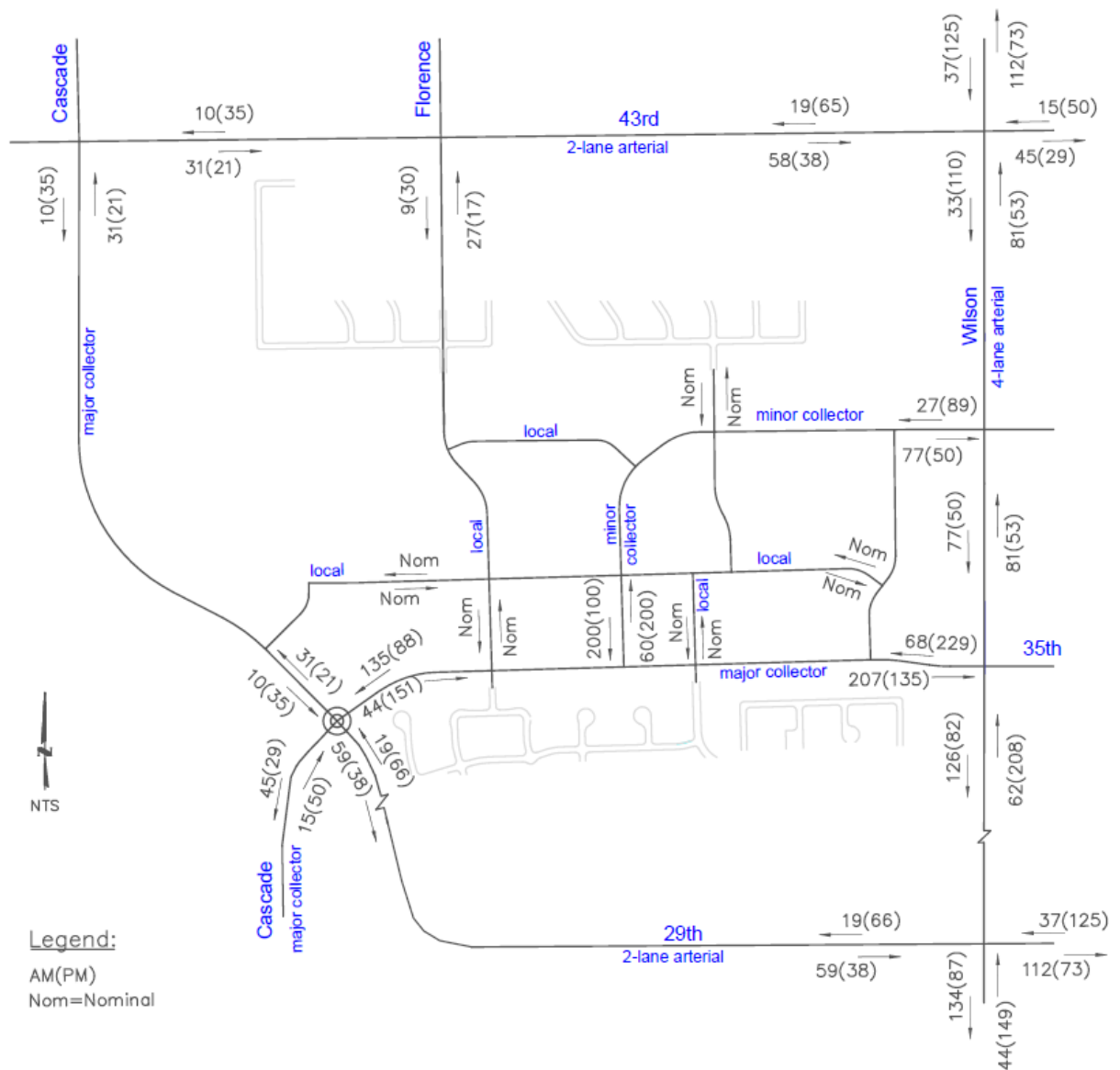


Figure 4: Long Range Background 2035 Peak Hour Link Volumes

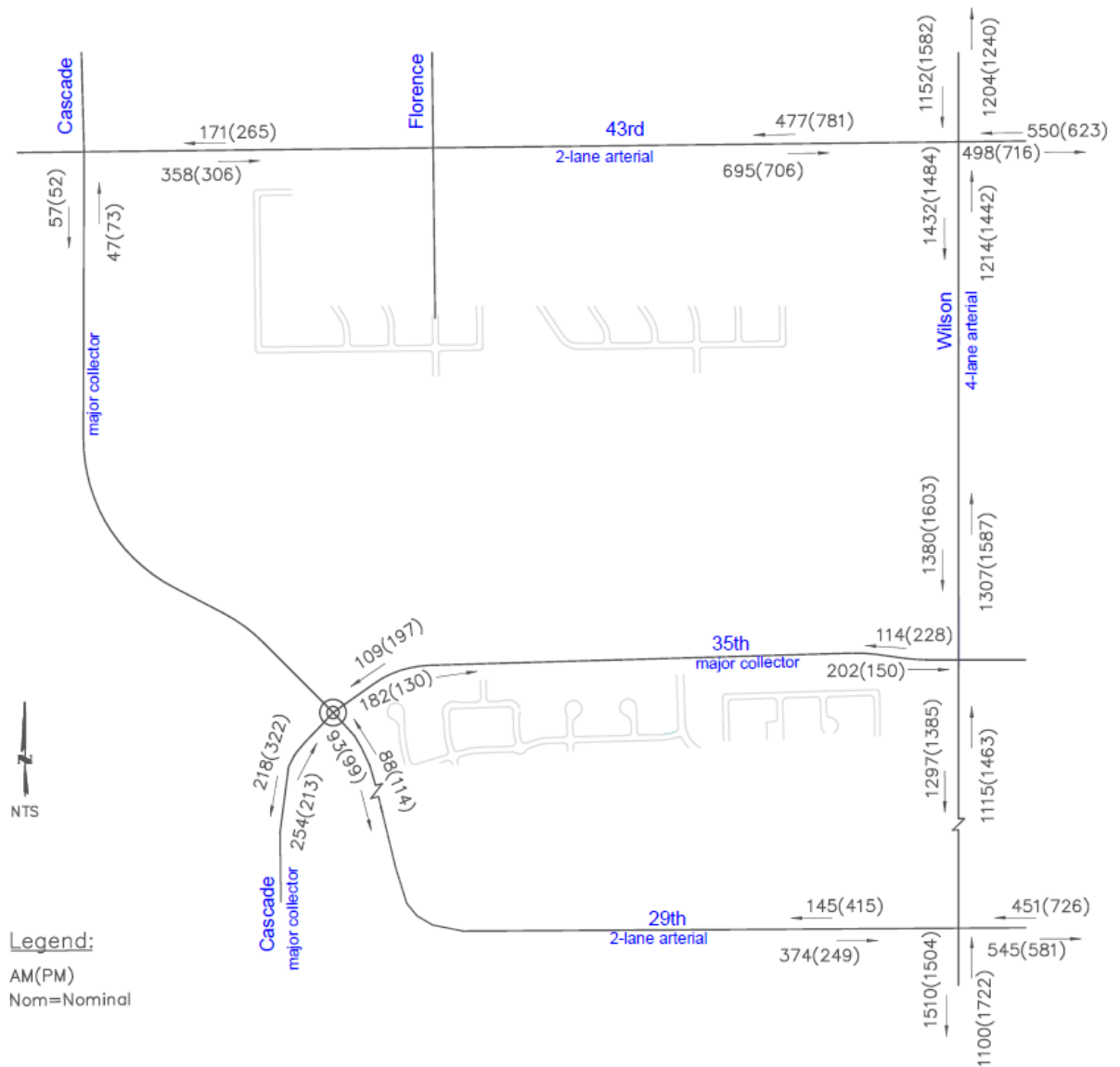
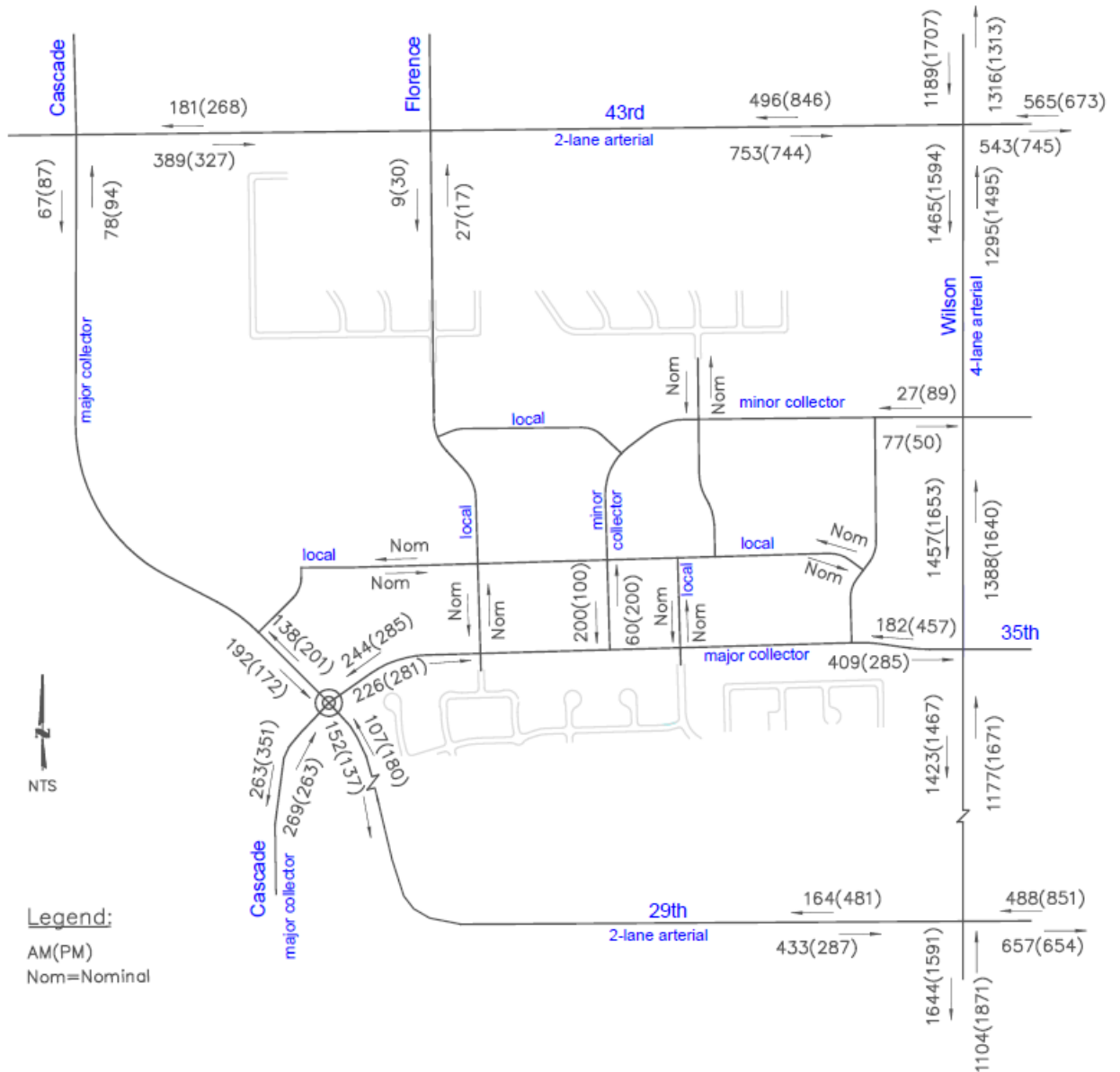


Figure 5: Long Range Total 2035 Peak Hour Link Volumes





**Table 2: Long Range Total**  
**2035 Peak Hour Link Volumes**

Street Segment	Street Classification	Direction	Total Traffic AM(PM)	ACF Traffic Threshold	ACF Compliance
Wilson north of 43rd	4-lane arterial	NB	1316(1313)	2030	Y(Y)
		SB	1189(1707)	2030	Y(Y)
Wilson south of 43rd	4-lane arterial	NB	1295(1495)	2030	Y(Y)
		SB	1465(1594)	2030	Y(Y)
Wilson north of 35th	4-lane arterial	NB	1388(1640)	2030	Y(Y)
		SB	1457(1653)	2030	Y(Y)
Wilson south of 35th	4-lane arterial	NB	1177(1671)	2030	Y(Y)
		SB	1423(1467)	2030	Y(Y)
Wilson south of 29th	4-lane arterial	NB	1104(1871)	2030	Y(Y)
		SB	1644(1591)	2030	Y(Y)
43rd east of Wilson	2-lane arterial	EB	543(745)	995	Y(Y)
		WB	565(673)	995	Y(Y)
43rd west of Wilson	2-lane arterial	EB	753(744)	995	Y(Y)
		WB	496(846)	995	Y(Y)
43rd east of Cascade	2-lane arterial	EB	389(327)	995	Y(Y)
		WB	181(268)	995	Y(Y)
35th west of Wilson	major collector	EB	409(285)	645	Y(Y)
		WB	182(457)	645	Y(Y)
35th east of Cascade	major collector	EB	226(281)	645	Y(Y)
		WB	244(285)	645	Y(Y)
29th east of Wilson	4-lane arterial	EB	657(654)	2070	Y(Y)
		WB	488(851)	2070	Y(Y)
29th west of Wilson	2-lane arterial	EB	433(287)	995	Y(Y)
		WB	164(481)	995	Y(Y)
29th east of Cascade roundabout	2-lane arterial	EB	152(137)	995	Y(Y)
		WB	107(180)	995	Y(Y)
Cascade south of 43rd	major collector	NB	78(94)	645	Y(Y)
		SB	67(87)	645	Y(Y)
Cascade north of 35th roundabout	major collector	NB	138(201)	645	Y(Y)
		SB	192(172)	645	Y(Y)
Cascade south of 29th roundabout	major collector	NB	269(263)	645	Y(Y)
		SB	263(351)	645	Y(Y)
minor collector (39 <sup>th</sup> Street) west of Wilson	minor collector	EB	77(50)	395	Y(Y)
		WB	27(89)	395	Y(Y)



minor collector north of 35th	minor collector	NB	60(200)	395	Y(Y)
		SB	200(100)	395	Y(Y)
Florence south of 43rd	local	NB	27(17)	60	Y(Y)
		SB	9(30)	60	Y(Y)

### Conclusion

This Master Traffic Impact Study (MTIS) for the Lee Farm GDP verifies that the long range 2035 peak hour link volumes of the streets adjacent to and within the Lee Farm GDP will comply with the approved City of Loveland 2035 Transportation Plan and that the project has the ability to comply with the Adequate Community Facilities (ACF) Ordinance and the Larimer County Urban Area Street Standards (LCUASS) at the time of development. A Traffic Impact Study (TIS) will also be provided with the subsequent submittal of the Lee Farm Preliminary Development Plan (PDP) that will address specific intersection level of service. However it can be determined based upon the results of the MTIS that the Lee Farm GDP will be able to meet the City of Loveland's Standards for traffic at the time of development. The findings of the Lee Farm Master Traffic Impact Study are summarized below:

1. The Lee Farm GDP has the ability to comply with the Adequate Community Facilities (ACF) Ordinance and the Larimer County Urban Area Street Standards (LCUASS) and meet the City's standards for traffic at the time of development.
2. The Lee Farm GDP is anticipated to generate approximately 7,547 daily weekday trips, 594 AM peak hour trips, and 788 PM peak hour trips.
3. The Lee Farm GDP complies with the ACF Ordinance criteria for peak hour link volumes in the long range (2035) future.
4. The MTIS verifies that the long range 2035 peak hour link volumes of the streets adjacent to and within the Lee Farm GDP will comply with the City of Loveland 2035 Transportation Plan.
5. A Traffic Impact Study will be submitted with the Lee Farm PDP that will address intersection level of service (LOS) operation and demonstrate intersection LOS compliance with the ACF Ordinance.

6. The following are the roadway classifications for the streets adjacent to and within the Lee Farm GDP:
- a) Wilson Avenue – 4-Lane Arterial
  - b) 43<sup>rd</sup> Street – 2-Lane Arterial
  - c) 29<sup>th</sup> Street – 2-Lane Arterial
  - d) 35<sup>th</sup> Street – Major Collector
  - e) Cascade Avenue – Major Collector
  - f) 39<sup>th</sup> Street – Minor Collector
  - g) Florence Drive (within the Lee Farm GDP) – Local Residential