

Table 18.02.03.08 Motor Vehicle and Transportation Land Use by Zone													
Land Use	Zones												Standards Reference ¹
	Residential					Mixed-Use				Industrial	Parks and Resource		
	ER	R1/R1e	R2	R3e	R3	DT	B	MAC	E	I	PP	DR	
Key: "R" = Allowed Use; "L" = Limited Use; "A" = Adaptable Use; "C" = Conditional Use													
Motor Vehicle Uses													
Fueling, charging or service stations	-	-	-	-	-	A ²	L	L	L	L	-	-	§ 18.02.04.09
Motor vehicle wash	-	-	-	-	-	A ²	L	L	L	L	-	-	§ 18.02.04.09
Surface parking	-	-	-	-	-	L	L	L	L	R	-	-	§ 18.02.04.09
Structured parking	-	-	-	-	-	L ²	A	A	A	R	-	-	§ 18.02.04.09
EV Charging Project ³	<u>-</u>	<u>-</u>	<u>C</u>	<u>L</u>	<u>L</u>	<u>A²</u>	<u>L</u>	<u>L</u>	<u>L</u>	<u>L</u>	<u>C</u>	<u>C</u>	<u>§ 18.02.04.09</u>
Passenger motor vehicle sales or rental	-	-	-	-	-	A ²	L	L	L	L	-	-	§ 18.02.04.09
Heavy motor vehicle sales or rental	-	-	-	-	-	-	A	A	A	L	-	-	§ 18.02.04.09
Heavy motor vehicle service	-	-	-	-	-	-	A	A	A	L	-	-	§ 18.02.04.09
Motorcycle, scooter, or ATV sales or rental	-	-	-	-	-	A ²	L	L	L	L	-	-	§ 18.02.04.09
Other Transportation Uses													
Airport	-	-	-	-	-	-	-	-	C	C	-	-	§ 18.02.04.09
Heliport	-	-	-	-	-	-	-	-	C	C	-	-	§ 18.02.04.09
Helistop	-	-	-	-	-	-	A	A	A	A	-	-	§ 18.02.04.09
Bus or Taxi Terminal	-	-	-	-	-	A ²	A	A	A	A	-	-	§ 18.02.04.09
TABLE NOTES:													
¹ This column contains a cross-reference to the standards that apply to the use in zones in which the use is listed as Limited ("L"), Adaptable ("A"), or Conditional ("C").													
² Type of review may vary based on scale of new construction. See Sec. 18.02.04.02, Scale Thresholds in DT and Residential Zones.													
³ EV Charging Projects are allowed in nonresidential and high-density residential areas of a PUD as a Limited use and in medium-density residential areas of a PUD as a Conditional use.													

18.02.04.09 Motor Vehicle and Transportation Standards

A. Fueling, Charging, or Service Station.

B. Surface Parking.

C. Structured Parking.

D. **EV Charging Project.** EV Charging Projects shall comply with the following standards, in addition to all other applicable standards in the UDC:

- The location of screening materials including landscaping and screen walls, shall comply with the electrical equipment safety and access distances from national electrical safety standards, including National Fire Protection Association (NFPA) standards, the National Electric Safety Code (NESC), and other relevant national safety standards.
- EV Charging Stations and Equipment installed within pedestrian walkways shall maintain a minimum unobstructed clear width of 3 feet along all accessible routes.
- Digital advertising screens that exceed 2 square feet and bright lighting that is stylistic rather than functional shall be prohibited on EV Charging Stations and Equipment located in or adjacent to residential zones and residential uses.

4. EV Charging Equipment shall be screened along perimeter streets for the length of the EV Charging Equipment, in accordance with Section 18.04.07.17.D Ground-Mounted Equipment.
5. The use shall comply with the standards in Section 18.02.04.09.C Surface Parking, Section 18.08.03.06 Parking Buffers, Section 18.08.04.03 Parking Lots, and Division 18.09.02 Lighting, unless waived by the Director through an administrative variation.
6. Parking shelters for EV Charging Projects shall comply with the canopy height and lighting criteria in Section 18.02.04.09.A Fueling or Service Station, subsections 3.c and 5.
7. Special Standards for DT Zone: In addition to the other standards of this subsection D:
 - a. The use is not allowed in the Core, Neighborhood Transition, and Fourth Street Character Districts within the DT zone.
 - b. The use is an adaptable use in the General Character District within the DT zone.

E. Passenger Motor Vehicle Sales or Rental.

F. Heavy Motor Vehicle Sales or Rental.

G. Heavy Motor Vehicle Service.

H. Motorcycle, Scooter, or ATV Sales or Rental.

I. Airport.

J. Heliport.

K. Helistop.

L. Bus and Taxi Terminal.

Division 18.04.07 Supplemental Standards

18.04.07.01 Accessory Use EV Charging

- A. Generally.** The standards of this Section apply to the installation of DCFC Charging Stations and Equipment that are incidental and subordinate to the primary use on the subject property (Accessory Use EV Charging Station), and are in addition to all other applicable standards in the UDC. These standards do not apply to Level 1 and Level 2 EV charging stations, which are exempt from land use permitting standards. Accessory Use EV Charging Stations are allowed in all zone districts, and compliance with these standards is reviewed through the building permit process. For the purposes of this section, subject property means the property on which the accessory EV charging station is proposed.
- B. Location within Walkways.** Accessory Use EV Charging Stations installed within pedestrian walkways shall maintain a minimum unobstructed clear width of 3 feet along all accessible routes.
- C. Site Conformance.** Installation of an accessory EV Charging Station shall not trigger existing land uses on the same subject property to make site improvements or otherwise conform with land use regulations, unless the existing land uses propose simultaneous changes to their use, structures, or site that would otherwise require such conformance.
- D. Screening.** Accessory EV Charging Stations and Equipment are exempt from screening requirements in Section 18.04.07.17.D Ground-Mounted Equipment. If screening materials are voluntarily installed, the location of the materials including landscaping and screen walls, shall comply with the electrical equipment safety and access distances from national electrical safety standards, including National Fire Protection Association (NFPA) standards, the National Electric Safety Code (NESC), and other relevant national safety standards.
- E. Charging Stations In or Adjacent to Residential Zones and Uses.** Digital advertising screens that exceed 2 square feet and bright lighting that is stylistic rather than functional shall be prohibited on EV Charging Stations and Equipment located in or adjacent to residential zones and residential uses.
- F. Replacement of Landscaping.** When existing landscape plants on a subject property are removed during the installation of an accessory charging station, they shall be replaced with similar plants so as to maintain the property's compliance with landscaping standards for the property's existing uses.
- G. Location.**
 1. Accessory Use EV Charging Stations must comply with applicable setback requirements, unless it is demonstrated by the applicant that locating such equipment outside of setbacks is infeasible in which the Director may approve an administrative variation to allow the setback encroachment.
 2. Accessory Use EV Charging Stations may be located within easements only with written consent from all affected utility providers.

18.04.07.02 Accessory Dwelling Units

A. **Generally.** Accessory dwelling units (“ADUs”) are subject to the standards of this Section. These standards supersede any design and dimensional standards for ADUs established in PUDs approved prior to the effective date of C.R.S 24-67-105. Additionally, new PUDs shall not restrict the creation of ADUs beyond the standards in this Section. ADUs are allowed as accessory uses to single-family detached dwelling units that are conforming uses under this UDC. ADUs are not included in the calculation of residential density as set forth in Section [18.03.02.02, Residential Density](#) and are not counted towards the maximum density allowed in a residential PUD.

B. **General Development Standards.** The following development standards apply to ADUs in all zones:

1. ADUs shall:

- a. Be located on the same lot as an existing principal single-family detached dwelling unit, except in the North Cleveland Overlay Zone, as set forth in Section [18.06.08.04, Accessory Dwelling Units](#);
- b. Have a separate exterior entrance from the principal dwelling unit;
- c. Have its own cooking and bathing facilities, independent of the principal dwelling unit;
- ~~d. Meet all of the setback requirements within the applicable zoning district (if the ADU is located in a detached structure, it is subject to the accessory structure setback requirements); and~~
- d. Have a separate address from the principal dwelling.
- e. Provide a clear and unobstructed path from the street or driveway to the ADU when required by the Loveland Fire Rescue Authority.

2. Only one ADU is allowed per lot.

~~3. The subject property shall contain the required number of parking spaces for the principal dwelling unit; and in addition to the parking for the primary dwelling unit, one parking space shall be provided for the ADU, unless the width of the adjacent street is 28 feet or greater and on-street parking is allowed.~~

4. An ADU attached or internal to a principal dwelling unit must be designed as a separate, complete, and independent dwelling unit and cannot have an internal connection or opening to the principal dwelling unit.

C. **Setbacks.** ADUs (attached or detached from the principal dwelling) shall be set back from the applicable lot lines as follows:

1. Front: Equal to or greater than the actual front setback for the principal dwelling or building with which it is associated.
2. Street Side: Same as required for the principal building.
3. Interior Side: Five feet.
4. Interior Rear: Five feet.
5. Alley: Five feet.
6. Garage access doors shall be set back in accordance with Section 18.04.04.03.F Setbacks Along Alleys, Sidewalks, Trail or Access Easements, Ditches, and Waterbodies.

D. Size. The following size limitations apply to ADUs:

1. Maximum Floor Area: The maximum floor area including all floor planes, but excluding attached garages, is 900 square feet.

~~2. Maximum Building Footprint:-~~

- ~~a. Detached ADUs: The building footprint for an ADU detached from the principal dwelling unit shall not exceed the following unless it is approved as an Adaptable Use:
 - ~~1. 500 square feet for lots 5,000 square feet or less.~~
 - ~~2. 10 percent of the total lot area of the property or 900 square feet, whichever is less, for lots greater than 5,000 feet.-~~~~
- ~~b. Attached ADUs: The building footprint for an ADU attached to the principal dwelling unit shall not be limited based on the lot size, provided all standards in this Section are met.-~~
- ~~c. The building footprint for a detached ADU shall be counted towards the maximum building footprint allowed for an accessory structure as provided in Section 18.04.07.01.C.1., unless the ADU is located as a second level above the accessory structure.-~~

~~3.~~2. **Scale Thresholds Exemption:** The floor area of an ADU shall not be included in the Building Coverage Ratio calculations for Scale Thresholds in Section [18.02.04.02, Scale Thresholds in DT and Residential Zones](#).



~~D.E.~~ Exceptions for Large Suburban, Estate, and Large Estate Lots. ADUs on Large Suburban, Estate, and Large Estate Lots as described in Table 18.04.02.03.A. may exceed the maximum floor area established in Subsection C.1, above, provided the following standards are met:

1. The maximum floor area shall not exceed 50% of the total floor area of the principal dwelling unit;
2. The total building coverage of all structures shall comply with the Scale Thresholds limits in Table 18.02.04.02, *Scale Thresholds in DT and Residential Zones*.
3. Interior and street side ~~Setbacks~~ for the ADU shall comply with the setback requirements for the principal dwelling unit in the applicable zone district.
4. Capital expansion fees shall be charged in accordance with *Division 18.16.04, Capital Expansion Fees*.

~~**F. Exception for the Conversion or Expansion of an Existing Detached Structure to an ADU.** An existing detached accessory structure that was legally permitted prior to the adoption of the UDC that does not meet the building footprint requirement in Subsection C.2.a, may be converted to an ADU or expanded as a second story ADU provided the floor area of the ADU does not exceed 900 square feet.~~

Option 1
<u>F. Parking. Off-street parking is not required for an ADU.</u>
Option 2
<p><u>F. Parking. Construction of a new off-street parking space is not required for an ADU unless the following three conditions exist. If all three conditions exist, one new off-street parking space must be provided for the ADU.</u></p> <ol style="list-style-type: none"> <u>1. The property does not have an existing off-street parking space, including a driveway, garage, or tandem parking space, that can be used for the ADU;</u> <u>2. The property is in a zoning district that, as of January 1, 2024, requires off-street parking for the principal dwelling unit; and</u> <u>3. The property is located on a block that does not allow on-street parking for any reason including ensuring access for emergency services.</u>

~~G. E.~~ Utilities.

- a. Water and wastewater services to the ADU shall be connected to the services of the principal dwelling unit.
- b. Utility design shall ensure that water and electric utilities for the ADU can be shut off independently from the principal dwelling.

18.04.07.031 Accessory Structures

A. Generally.

B. Setbacks. Accessory Structures shall be set back from the applicable lot lines as follows:

1. Front: Equal to or greater than the actual front setback for the principal dwelling or building with which it is associated;
2. Street Side: Same as required for the principal building.
3. Interior Side: Five feet.
4. Interior Rear: Five feet or one foot for every four feet of building height, which is greater, ~~except for ADUs which shall have a minimum interior rear setback of five feet.~~
5. Alley: Five feet.
6. Garage access doors shall be set back in accordance with Section 18.04.04.03.F Setbacks Along Alleys, Sidewalks, Trail or Access Easements, Ditches, and Waterbodies.

C. Residential Detached Garages, Carports and Storage Buildings. The following limitations and requirements shall be applied to a detached garage, carport, or storage building in a residential zone district or on residential properties, in order for the garage, carport, or storage building to be considered an accessory structure (as opposed to a principal building):

1. The maximum building footprint shall not exceed ten percent of the total lot area or 500 square feet, whichever is greater, and shall be ~~considered-calculated~~ cumulatively with all other accessory structures on the lot, excluding ADUs.

2. The roof pitch, materials, and style shall match the roof pitch, materials, and style on the principal building.
3. The exterior treatment shall be similar to the materials and colors of the principal building. Metal shall not be used as the primary material unless the Director determines that the metal material is appropriate based on the nature of the property and the character of the neighborhood.
4. Storage buildings exempt from a building permit are exempt from the standards in Section C.

D. Temporary Accessory Structures

E. Common Buildings in Housing Clusters.

F. Covered Parking for Multifamily Development.

G. Existing Manufactured Home Parks and Subdivisions.

H. Encroachments.

18.05.03.01 Calculation of Required Parking Spaces

A. Generally.

B. Factors.

C. Rounding.

D. Tandem Parking Spaces.

E. EV Charging.

1. Any parking space served by an EV Charging Station or any parking space used to site EV Charging Stations or Equipment is counted toward applicable parking minimums as at least one standard automobile parking space in accordance with the off-street parking requirements in Section 18.05.03.03 Parking Requirements Tables.
2. Any van-accessible parking space that is designed to accommodate a person in a wheelchair, is served by an EV Charging Port, and is not designated as parking reserved for a person with a disability under C.R.S 42-4-1208 is counted as two standard off-street automobile parking spaces in accordance with the off-street parking requirements in Section 18.05.03.03 Parking Requirements Tables.
3. ADA accessible spaces served by EV Charging shall be provided in alignment with the Americans with Disabilities Act Accessibility Standards and standards in the Building Code, providing the same proportion of accessible spaces served by EV Charging per the total number of spaces served by EV Charging. ADA EV Charging spaces may be reserved only for use by people with a disability but are not required to be, so long as the overall number of available parking spaces designed and reserved for people with a disability meets the requirements of the Americans with Disabilities Act/Table 12-5-203A.

F. ~~E~~ Parking Reductions.

18.05.03.02 Exemptions from Parking Requirements

- A. General Improvement District #1 Exemption. Nonresidential and mixed-use development that is located within the boundaries of General Improvement District #1 is exempt from the parking requirements of this Division. However, if parking is provided, such parking shall be designed as provided in [Division 18.05.04, Parking and Loading Design](#).

B. Transit Service Area Exemption:

1. Any new multifamily residential development, adaptive reuse for residential purposes, or mixed-use development in which at least 50% of the total floor area is designated for residential uses, and which is located wholly or partially within a transit service area, as defined in C.R.S § 29-35-301, *et seq*, as amended, is exempt from the parking requirements in this Division. If parking is voluntarily provided within the applicable transit service areas, such parking shall meet the design standards in [Division 18.05.04, Parking and Loading Design](#). A map of the applicable transit service areas is included as Appendix H for illustrative purposes.
2. Exceptions. The City may require a minimum parking requirement in connection with a housing development project that contains twenty units or more or contains “regulated affordable housing” as defined in C.R.S § 29-35-302 by requiring no more than one parking space per dwelling unit provided the City publishes written findings that not imposing or enforcing a parking minimum would have a substantial negative impact, pursuant to C.R.S. § 29-35-304(2), as amended, within 90 days of receiving a complete development application, and submits a report to the Colorado Department of Local Affairs, in accordance with C.R.S § 29-35-304(3), as amended.

Table 18.19.02.02 Table of Acronyms	
Acronym	Meaning
AASHTO	American Association of State Highway Transportation Officials
ac.	Acre
ACF	Adequate Community Facilities
ADA	Americans with Disabilities Act
ADA 502	2010 ADA Standards for Accessible Design § 502, as amended from time to time, and however subsequently titled or numbered
ADT	Average Daily Traffic
AMI	Area-wide Median Income
Art.	Article
ATM	Automated Teller Machine
BMP	Best Management Practice
BRU	Preceded by a number, “Bedroom Unit” (e.g., 2 Bedroom Unit)
CAFO	Concentrated Animal Feeding Operation
CATV	Cable Television
CC	City Council
CCR	Colorado Code of Regulations
CDPHE	Colorado Department of Public Health and Environment
CPTED	Crime Prevention Through Environmental Design
CMRS	Commercial Mobile Radio Service
CNSDA	Colorado Notification of Surface Development Act, C.R.S. § 24-65.5-101, <i>et seq.</i>
C.O.	Certificate of Occupancy
COGCC	Colorado Oil and Gas Conservation Commission
C.R.S.	Colorado Revised Statutes
dba	A-weighted Decibels
DBH	Diameter at Breast Height
<u>DCFC</u>	<u>Direct Current Fast Charging</u>
Div.	Division
e.g.	exempli gratia (translation: “for example”), which is followed by illustrative, non-exclusive examples
EIFS	Exterior Insulation Finishing Systems
EOPC	Engineer’s Opinion of Probable Cost
EPA	United States Environmental Protection Agency
ESMR	Enhanced Specialized Mobile Radio
ET	Evapo-Transpiration
<u>EV</u>	<u>Electric Vehicle</u>
FAR	Floor Area Ratio
FDP	Final Development Plan
ft.	Feet
GFA	Gross Floor Area
i.e.	id est (translation: “that is”), which is followed by an elaboration of the topic
IGA	Intergovernmental Agreement
<u>kW</u>	<u>Kilowatt</u>

Table 18.19.02.02 Table of Acronyms	
Acronym	Meaning
lf.	Linear Feet
LAN	Local Area Network
LEED	Leadership in Energy and Environmental Design
LSR	Landscape Surface Ratio
Max.	Maximum
Min.	Minimum
MUTCD	Manual on Uniform Traffic Control Devices
N/A	Not Applicable
NOV	Notice of Violation
NPDES	National Pollutant Discharge Elimination System
OGC Act	Colorado Oil and Gas Conservation Act, C.R.S. § 34-60-101, <i>et seq.</i>
OSHA	Occupational Safety and Health Act
OSR	Open Space Ratio
PC	Planning Commission
PCS	Personal Communications Services
PICP	Public Improvement Construction Plans
PDP	Preliminary Development Plan
PUD	Planned Unit Development
RV	Recreational Vehicle
Sec.	Section
sf.	Square Feet
sp.	Parking Space (or Parking Spaces)
U	Dwelling Unit
U/A	Dwelling Units per Acre
UDC	City of Loveland Unified Development Code
UDFCD	Urban Drainage and Flood Control District
U.S.	When preceded and followed by numbers, United States Reports (a Supreme Court Reporter); otherwise United States
U.S.C.	United States Code
U.S. DOJ	United States Department of Justice
USDCM	Urban Storm Drainage Criteria Manuals
<u>V</u>	<u>Volt</u>
WCF	Wireless Communications Facilities
ZBA	Board of Adjustment

18.19.03 Definitions

Accessory Structure means a structure that is:

1. Subordinate to the use and scale of the principal building, or supportive of and incidental to an outdoor land use;
2. Customary in connection with the principal building, other structure, or use of land; and
3. Ordinarily located on the same lot with the principal building, other structure, or use of land.

Examples of accessory structures include, but are not limited to: detached garages, sheds, carports, pergolas and similar shade structures, dog runs, ~~and chicken coops and~~ animal pens that are accessory to residential buildings, storage buildings that are accessory to lumberyards, and restroom facilities that are accessory to parks. The phrase “accessory structure” does not include signs.

Building Code means the building regulations adopted by the City under Title 15, Buildings and Construction, of the Municipal Code, including all codes adopted by reference within Title 15, collectively referred to as the Adopted Construction Codes.

Electric Vehicle (EV) means a motor vehicle which relies partially or entirely on electrical energy to power its movement, requiring periodic electrical current charging of its battery.

Electric Vehicle Charging Equipment (EV Charging Equipment) means all equipment necessary to provide electrical current charging for EVs, except for EV Charging Stations. This may include power conversion equipment, electrical distribution equipment such as transformers, switchgear boxes, and distribution lines, and other supportive equipment.

Electric Vehicle Charging Project (EV Charging Project) means a proposed development of DCFC EV Charging Stations and Equipment that serves as the primary function and land use on the property, which may include other supporting site improvements like landscaping, lighting, weather protection, rest areas or seating, and public restrooms.

Electric Vehicle Charging Station (EV Charging Station) means equipment that provides charging for EVs, located adjacent to dedicated space(s) for the vehicle(s) while they charge. One EV Charging Station may provide power for one or more vehicles.

- a. Direct Current Fast Charging (DCFC) means equipment capable of fast charging on a 100 amp or higher 480 volt alternating current (VAC) three-phase branch circuit that provides about 50-350+ kW of power per hour.
- b. Level 2 Charging means mid-speed charging that provides about 7-19 kW of power per hour and uses a 240V outlet.
- c. Level 1 Charging means slow charging that provides about 1-2 kW of power per hour and uses a 120V outlet.

Fueling, ~~Charging~~, or Service Station means a building, land area, or other premises used for the retail dispensing or sales of vehicular fuels; ~~Level 3 DC fast-charging of electric vehicles~~; towing of automobiles and light trucks (but not storage of inoperable automobiles or light trucks); or the sale and installation of lubricants, tires, batteries, brakes, mufflers, and similar vehicle repairs and accessory installations. The phrase "service station" does not include collision centers or facilities that provide transmission repair, engine overhauls, or repair of commercial vehicles. A fueling, charging or service station may include a retail store that sells goods and services, but primarily ready-to-eat food products (not intended for on-premises consumption), groceries, or sundries.

Horizontal Illuminance means the area on a horizontal surface in which a light fixture provides direct or high intensity illumination.

Mixed-Use means a development that combines two or more distinct land uses, such as residential, commercial, office, institutional, or civic, within a single building, site, or integrated development area. Mixed-use developments may be arranged vertically (with different uses stacked within a structure) or horizontally (with uses distributed across multiple buildings or parcels), and are designed to promote pedestrian accessibility, efficient land use, and functional integration of complementary activities.

Appendix H - DOLA Applicable Transit Service Area Map

