In person Town Hall Meeting. Live Streamed on Zoom – no participation available, for viewing only.

AGENDA

I. Call to Order

II. Roll Call

III. Approval of Agenda

IV. Approval of Minutes

V. Public Comments Regarding Items Not on the Agenda (limited to 3 minutes each)
   a. Written Comments Submitted to the Planning & Development Department via email from Ellen DeLorenzo, 1/25/2022

VI. Old Business
   a. PUBLIC HEARING CONTINUED - Purvis Farms PUD Preliminary/Final Subdivision & Development Plans for 109 acres, for 380 residential dwellings. NE corner of Hwy 60 & Colorado Blvd.

VII. New Business

VIII. Department Report

IX. Adjournment

Upcoming Meetings:
• Tentative Regular Meeting Dates: March 23, April 13, April 27, May 11
Johnstown Planning Commissioners:
I wrote to the Johnstown Town Council and wanted to share it with you as well.

I have had no luck in finding a public source for your names and email addresses, which just adds to all of the commentary below. (If it is out there and I missed it, I apologize.) Therefore, I trust that whoever gets this email will forward it appropriately.

Thank you.
Begin forwarded message:

From: Ellen De Lorenzo
Date: January 25, 2022 at 9:55:36 AM MST
To: glebsack@johnstownco.gov, cyoung@johnstownco.gov, dberg@johnstownco.gov, tmellon@johnstownco.gov, jmolinar@johnstownco.gov, atallent@johnstownco.gov, bstevens@johnstownco.gov
Subject: Need Your Help Now: The Demise of Johnstown

Johnstown Town Council:
The purpose of this letter is to let you know that we- many, many, many of your constituents, are dismayed and disgusted. Social media outlets are a tell all for this as is neighbor to neighbor conversation. In addition, several of us have tried to communicate our thoughts to the Planning head and department and been met with resistance and dismissive feedback.

Your complete disregard for the safety, health, quality of life, and vibrancy of our community is despicable. These are all things we value, which you saw in the recent community survey results and have completely ignored. In addition, it is clear you are taking full advantage of Covid restrictions to listen to us live and move forward.

Your ongoing approvals of high density, low income, all-alike homes with tiny lots puts us at risk for another Marshall-like firestorm, continued crime increase and traffic like we have never seen. The fact that you are caving to the developers and not demanding proportionate large lots with high value homes says to us you have no vision to preserve our town from becoming another Commerce City, Aurora and Greeley- first and foremost. The desire to model our growth after Frederick and/or Windsor seems to have never mattered to you in spite of the rhetoric.

Please, please require changes before it is too late. Stand up for our town and it’s people. 2000+ new cracker box homes? With no diversity in cost and lot size is a recipe for crime, traffic and infrastructure failure, particularly water sources. We are already suffering from an increase in all three. Another corner on 25/60 like it’s sister to the north? Why? Centerra and it’s surrounding retail is a clear thing of the past. The present and future is virtual commercial and innovative solutions.

Please- we implore and beg you- save our community.
Thank you.
Ellen DeLorenzo
ITEM: Continuation of the January 12th 2022 Public Hearing and Consideration for the Purvis Farm Preliminary/Final Subdivision Plat and Development Plan

DESCRIPTION: Proposed Preliminary/Final Subdivision Plat and Development Plan for approximately 110 acres.

LOCATION: Northeast corner of Colorado Blvd. and State Highway 60

APPLICANT: JD Padilla, Post Modern Development

STAFF: Justin Currie, Planner II

HEARING DATE: February 16, 2022

ATTACHMENTS
1. Vicinity Map
2. Final Subdivision Plat
3. Updated Final Development Plan
4. Purvis Farm Memo from Applicant
5. Stormwater System Memo from Town Engineer

MEETING CONTINUATION
This public hearing is a continuation of the January 12, 2022, meeting where the Planning and Zoning Commission expressed concern with the amount of outstanding issues that had yet to be completed or addressed by the Applicant on their plans. The Commission voted to continue this item to next scheduled Planning and Zoning meeting to give the applicant time to address a number of the issues identified in the Staff Analysis Report, most specifically street revisions to meet Town standards, and lot size revisions to address the Council’s prior direction with the 2021 ODP approval.

Since then, the applicant has met with Town Staff to review remaining comments and has since resubmitted a more complete and up to date final development plan with a number of the issues addressed. There are additional housekeeping and technical items related to obtaining approvals on final engineering documents and reports that still need to be addressed, but it is typical at this stage of the development process to continue working with the Town staff and contractors to ensure those items will all be completed prior to Town Council meeting.
REVISED RECOMMENDED PLANNING AND ZONING COMMISSION FINDINGS AND MOTIONS

Recommended Findings:

It is recommended that Planning and Zoning Commission send a recommendation for Approval with Conditions to Town Council that the requested development plans and subdivision plat of Purvis Farm P.U.D. Subdivision be approved based upon the following findings:

1. The proposed project is consistent with the Town of Johnstown Comprehensive Plan.
2. The proposed project is in substantial compliance with the Town’s codes, regulations, and requirements, with required revisions to plans and plat.
3. The proposed project will allow a more flexible approach to development of the large acreage, while meeting the needs of the community as it develops.

Recommended Motion to Approve with Conditions:

Based on the application received, associated submittal materials, and the preceding analysis, the Planning & Zoning Commission finds that the request for the Purvis Farm Preliminary/Final Development Plans and Subdivision furthers the Johnstown Area Comprehensive Plan goals, and is compatible with all other applicable Town standards and regulations, and therefore moves to recommend to the Town Council Approval with Conditions based upon the findings as stated above, and the following conditions:

1. Prior to construction of any public or private development improvements, Town-approval of all required plans, reports, and permits shall be obtained, and all necessary agreements with the Town shall be executed, approved, and recorded.
2. The access to Highway 60 shall be revised, per Council conditions, to a right-in/right-out configuration, unless otherwise approved by the Town Council.
3. Prior to proceeding to Town Council hearings, any final revisions and update to the plans and plat shall be completed.
4. Provide written evidence of notification and approval of all current easement owners of any encroachment (landscaping, trails, infrastructure crossings) indicating that the proposed use and land term maintenance or repair is approved/permitted within the easement(s). Any needed agreements that pertain to public improvements must include the Town as a signing party.

Alternate Motion

• Motion to Deny: “I move that the Commission recommend to the Town Council Denial of the Purvis Farm Subdivision final plat based upon the following findings...”

Planner:

Justin Currie, Planner II
February 8, 2022

Justin Currie
Planner II
Town of Johnstown

RE: Purvis PUD and Subdivision Plat

Dear Justin,

This memo is intended to summarize the changes made since the 1/2/22 PZC meeting and the remaining items that are being worked on.

Changes made to the PUD Plans per redlines and ODP conditions of approval:

1. Single-family detached lots are all now a minimum of 6,000 sq. ft.
2. Final street names, including duplex and townhome areas
3. Commercial lot added
4. Masonry columns added to fencing plans and details along Colorado Boulevard
5. Centerline of collector street changed to meet Town standards
6. B-40 turning template provided for townhomes and duplexes
7. Park calculations added and updated
8. Parking added to duplex area
9. Aligned drives between duplex and townhome areas

Items to be completed prior to Town Council Meeting:

1. Subdivision plat technical corrections from review comments such as:
   a. Update lot sizes
   b. Ownership and maintenance for outlots, streets, and drives
   c. Street names
   d. Recodent numbers
2. Construction drawing technical corrections from review comments such as:
   a. Additional street plan and profiles will be added for the streets within the attached home areas and the cul-de-sac that was missing
   b. Pedestrian crossings/ADA ramps/crosswalk updates
   c. Streetlight locations shown in plans
   d. Fire hydrant location revisions
   e. Sidewalk location adjustments along Colorado Boulevard
   f. Landscape plans revisions
3. Comments and technical corrections being addressed with construction drawings include
   a. IMEG comments and redlines in the plans (refer to notes above), drainage report, and utility analysis
   b. FHU comments and redlines affecting the traffic study and signing and striping plans
4. Highway 60 ¾ movement vs Rin/Rout
   a. Determine an acceptable intersection geometry and work through approval by the Town and CDOT
   b. Update the Traffic Impact Study upon intersection type determination
5. Provide notification that improvements such as the subdivision’s sidewalks can be located within the various existing easements adjacent to the south and east sides of the property
PURVIS FARM
SITUATE IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 4 NORTH, RANGE 67 WEST OF THE 6TH P.M.
TOWN OF JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

TO BE REVISED WITH FINAL BEARINGS, DIMENSIONS, AND UPDATED LOT SIZES PRIOR TO TOWN COUNCIL HEARING

CERTIFICATE OF APPROVAL BY THE PLANNING COMMISSION

Approved this _____ day of ____________, 20___, by the Planning Commission of the Town of Johnstown, Colorado.

Chairman of the Planning Commission

NOTE

In no event may any action based upon any defect in this survey upon Title Commitment Number FCC2517203-4, dated February 12, 2020, as prepared by Land Title Guarantee Company to delineate the aforesaid information. This survey does not constitute a title search by Majestic Surveying, LLC to determine ownership or easements of record.

NOTICE

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than two years after the date of the certification shown below (C.R.S. 2012).

MAINTENANCE NOTE

Maintenance access shall be provided to all storm drainage facilities to assure continuous operational capability of the system. The property owner shall be responsible for the maintenance of all drainage facilities, including streets, gutters, curb lines, sidewalk, ditches, storm sewers and drainage systems. In all maintenance costs incurred by the Town will be assessed to the lot or tract owner. Said parcel contains 4,785,036 Square Feet or 109.849 Acres more or less by this survey.

DEDICATION

I, Steven Parks, certify that this plat accurately represents the results of a survey made by me or under my responsible charge.

SURVEYOR'S CERTIFICATE

Steven Parks - On Behalf of Majestic Surveying, LLC

My commission expires: ________________.

NOTARIAL CERTIFICATE

______________________this _____ day of ____________, 20___.

__ COUNTY OF WELD__

__ STATE OF COLORADO__

______________________the _____ day of ____________, 20___.

County Clerk

My commission expires: ________________.

STATE OF COLORADO

__ COUNTY OF WELD__

COUNTY OF WELD

The foregoing instrument was acknowledged before me by ______________________ as

the undersigned being all the owners and lienholders being all the owners and lienholders

of the property owner.

owners, their heirs, successors and assigns.

EXCEPT that part of the SW 1/4 of the SW 1/4 as bearing N 81° 06' 55" W with all bearings contained herein relative thereto:

Beginning at a point on the West line of said Section 6, 519 feet North of the SW corner thereof; thence East 252 feet; thence North 346 feet; thence East 252 feet; thence South 346 feet to the Place of Beginning, and as conveyed by deed recorded March 12, 1907 in Book 1477 at Page 300, 301 and 303, Weld County Records; and further excepting that part of the SW 1/4 of Section 6, Township 4 North, Range 67 West of the 6th P.M., Town of Johnstown, County of Weld, State of Colorado, described as follows: considering the South line of said

Section 6, Township 4 North, Range 67 West of the 6th P.M., Johnstown, County of Weld, State of Colorado.

The lineal dimensions as contained herein are based upon the "U.S. Survey Foot".

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<table>
<thead>
<tr>
<th>QTY</th>
<th>COMMON NAME</th>
<th>SCIENTIFIC NAME</th>
<th>SIZE</th>
<th>HEIGHT</th>
<th>WIDTH</th>
<th>LOT COVERAGE</th>
<th>SETBACK FROM ARTERIAL</th>
<th>IRIGATION NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>98</td>
<td>Double Knockout Rose</td>
<td>Prunus x amygdalus 'Amanogawa'</td>
<td>1 gal.</td>
<td>4'</td>
<td>5'</td>
<td>50'</td>
<td>50'</td>
<td>1.61</td>
</tr>
<tr>
<td>12</td>
<td>Physocarpus opulifolius 'Summer Wine'</td>
<td>Physocarpus opulifolius 'Summer Wine'</td>
<td>1 gal.</td>
<td>4'</td>
<td>5'</td>
<td>50'</td>
<td>50'</td>
<td>0.7</td>
</tr>
<tr>
<td>30</td>
<td>Kelsey’s Dwarf Red Twig Dogwood</td>
<td>Cornus sericea 'Kelseyi'</td>
<td>2.0&quot; cal. BB</td>
<td>4'</td>
<td>4'</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>12</td>
<td>Buddleja davidii 'Blue Chip'</td>
<td>Buddleja davidii 'Blue Chip'</td>
<td>1 gal.</td>
<td>4'</td>
<td>4'</td>
<td>50'</td>
<td>50'</td>
<td>0.81</td>
</tr>
<tr>
<td>10</td>
<td>Pyrus calleryana 'Chanticleer'</td>
<td>Pyrus calleryana 'Chanticleer'</td>
<td>1 gal.</td>
<td>4'</td>
<td>4'</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>30</td>
<td>Koelreuteria paniculata</td>
<td>Koelreuteria paniculata</td>
<td>2.0&quot; cal. BB</td>
<td>4'</td>
<td>4'</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>12</td>
<td>Syringa reticulata</td>
<td>Syringa reticulata</td>
<td>1.5&quot; cal. BB</td>
<td>4'</td>
<td>4'</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>20</td>
<td>Chinkapin Oak</td>
<td>Quercus muehlenbergii</td>
<td>2.0&quot; cal. BB</td>
<td>4'</td>
<td>4'</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>50</td>
<td>Gleditsia triacanthos inermis 'Shademaster'</td>
<td>Gleditsia triacanthos inermis 'Shademaster'</td>
<td>2.0&quot; cal. BB</td>
<td>4'</td>
<td>4'</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>12</td>
<td>Aronia arbutifolia 'Erecta'</td>
<td>Aronia arbutifolia 'Erecta'</td>
<td>1 gal.</td>
<td>2'</td>
<td>2'</td>
<td>20'</td>
<td>20'</td>
<td>0.2</td>
</tr>
<tr>
<td>40</td>
<td>Papaver orientale 'Brilliant'</td>
<td>Papaver orientale 'Brilliant'</td>
<td>1 gal.</td>
<td>2'</td>
<td>2'</td>
<td>20'</td>
<td>20'</td>
<td>0.2</td>
</tr>
<tr>
<td>60</td>
<td>Monarda fistulosa 'Tallima'</td>
<td>Monarda fistulosa 'Tallima'</td>
<td>1 gal.</td>
<td>2'</td>
<td>2'</td>
<td>20'</td>
<td>20'</td>
<td>0.2</td>
</tr>
<tr>
<td>10</td>
<td>Echinacea purpurea</td>
<td>Echinacea purpurea</td>
<td>1 gal.</td>
<td>2'</td>
<td>2'</td>
<td>20'</td>
<td>20'</td>
<td>0.2</td>
</tr>
<tr>
<td>20</td>
<td>Hillside Creeper Pine</td>
<td>Picea abies <code>Pumila</code></td>
<td>2 gal.</td>
<td>6&quot;</td>
<td>6&quot;</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>12</td>
<td>Picea abies <code>Nidiformis</code></td>
<td>Picea abies <code>Nidiformis</code></td>
<td>2 gal.</td>
<td>6&quot;</td>
<td>6&quot;</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>20</td>
<td>Mahonia aquifolium</td>
<td>Mahonia aquifolium</td>
<td>2 gal.</td>
<td>6&quot;</td>
<td>6&quot;</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>25</td>
<td>Calamagrostis x acutiflora <code>Overdam</code></td>
<td>Calamagrostis x acutiflora <code>Overdam</code></td>
<td>2 gal.</td>
<td>6&quot;</td>
<td>6&quot;</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>15</td>
<td>Sunset Hyssop</td>
<td>Agastache x 'Blackhawks'</td>
<td>2 gal.</td>
<td>6&quot;</td>
<td>6&quot;</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
<tr>
<td>20</td>
<td>Sorghastrum nutans 'Indian Steel'</td>
<td>Sorghastrum nutans 'Indian Steel'</td>
<td>2 gal.</td>
<td>6&quot;</td>
<td>6&quot;</td>
<td>50'</td>
<td>50'</td>
<td>0.2</td>
</tr>
</tbody>
</table>

**Irrigation Notes:**
1. All irrigation systems shall be designed with a 50% to 55% automatic sprinkler irrigation system. All systems shall be designed to provide adequate water coverage for all landscape areas.
2. All systems shall be designed to operate in two zones, one for landscaping and one for landscaping, with separate controllers for each zone.
3. All systems shall be designed to provide adequate water coverage for all landscape areas.
4. All systems shall be designed to provide adequate water coverage for all landscape areas.
5. All systems shall be designed to provide adequate water coverage for all landscape areas.
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8. All systems shall be designed to provide adequate water coverage for all landscape areas.
9. All systems shall be designed to provide adequate water coverage for all landscape areas.
10. All systems shall be designed to provide adequate water coverage for all landscape areas.

**Seed Mix Notes:**
1. All seed mix shall be composed of perennial, native, and drought-tolerant species.
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8. All seed mix shall be composed of perennial, native, and drought-tolerant species.
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10. All seed mix shall be composed of perennial, native, and drought-tolerant species.
PROPERTY BOUNDARY
RIGHT OF WAY
EASEMENT

SHRUB BED W/ ROCK COBBLE (4" DEPTH)
DURA-TURF FESCUE BLEND
NATIVE SEED MIX
DETENTION SEED MIX

ADJACENT PROPERTY - NOT A PART

PROPOSED 8' SIDEWALK

Landscape Legend:

Plant Code Legend:

L02

Matching Line - Sheet L03

PARK

LANDSCAPE PLAN

Sheet Number: L02

Project Title: Purvis Farm

Final Development Plan

Prepared For: Purvis Farm

Final

Revisions Rnd. 01: 10.15.21
Revisions Rnd. 02: 12.03.21
Revisions Rnd. 03: 01.28.22

144 North Mason Street
Fort Collins CO 80524

Owner: Johnstown, CO

Prepared by:

August 28, 2021
CORBETT GLEN
PODTBURG VILLAGE
SUBDIVISION
APPROXIMATELY
±8 ACRE PARCEL
FOR FUTURE
DEVELOPMENT
ROLLING HILLS
SUBDIVISION
JOHNSTOWN VILLAGE
ZONING: PUD-B & PUD-R

ADJACENT PROPERTY - NOT A PART
ADJACENT PROPERTY - NOT A PART
PROPOSED 8' SIDEWALK
30' UE

PROPERTY BOUNDARY
RIGHT OF WAY
EASEMENT

SHRUB BED W/ ROCK COBBLE (4" DEPTH)
DURA-TURF FESCUE BLEND
NATIVE SEED MIX
DETENTION SEED MIX

DECIDUOUS TREES

CS
Catalpa speciosa
Western Catalpa

GTI
Gleditsia triacanthos inermis `Shademaster`
Shademaster Honeylocust

GDE
Gymnocladus dioicus `Espresso`
Seedless Kentucky Coffeetree

KP
Koelreuteria paniculata
Goldenrain Tree

QMC
Quercus muehlenbergii
Chinkapin Oak

QS
Quercus shumardii
Shawmard Red Oak

TAR
Tilia americana `Redmond`
Redmond Linden

EVERGREEN TREES

PHL
Pinus heldreichii leucodermis
Bosnian Pine

PN
Pinus nigra
Austrian Pine

PPO
Pinus ponderosa
Ponderosa Pine

PST
Pinus strobiformis
Southwestern White Pine

ORNAMENTAL TREES

AAB
Amelanchier x grandiflora `Autumn Brilliance`
`Autumn Brilliance` Serviceberry

RRC
Malus x `Royal Raindrops`
Royal Raindrops Crabapple

SSC
Malus x `Spring Snow`
Spring Snow Crab Apple

PCC
Pyrus calleryana `Chanticleer`
Chanticleer Pear

SR
Syringa reticulata
Japanese Tree Lilac

PLANT SCHEDULE OVERALL

SCALE 1" = 50'-0"

MATCH LINE - SHEET L06
MATCH LINE - SHEET L03
MATCH LINE - THIS SHEET

LANDSCAPE PLAN

44 North Mason Street
Fort Collins CO 80524

PROJECT TITLE
REVISIONS
ISSUE DATE
SHEET TITLE
SHEET INFORMATION
PREPARED FOR
PURVIS FARM
FINAL
DEVELOPMENT
PLAN
Revisions Rnd. 01
10.15.21
Revisions Rnd. 02
12.03.21
Revisions Rnd. 03
01.28.22

Landscape Legend:

Plant Code Legend:
Per your request, we offer the following regarding the question of the proposed stormwater drainage system for the proposed Purvis Farms Subdivision development:

As Town Engineer, we have been actively involved on behalf of the Town in terms of discussing the proposed stormwater management system for the development with the Project’s engineering team. We also have reviewed the Project’s Civil Site Construction Plans and Drainage Report submittals. Based upon the meetings we have held with the Project’s Engineering team and our review(s) of the submitted documents, we can state the following with a high degree of confidence:

1) The stormwater runoff from the developed site will be collected via onsite stormwater infrastructure and routed to one of three proposed onsite full spectrum stormwater detention ponds. Those ponds will provide detention for water quality and 100-yr event detention and discharge the detained stormwater at or below historical flow rates and generally following existing historical flow patterns.

2) The proposed on-site stormwater collection and management system will control the site stormwater in a manner that should reduce future stormwater flows toward the existing homes to the immediate east of the site to at or below the current historical stormwater flows in that direction.

3) Based on our review of the Purvis Farms submittals, we believe the proposed Purvis Farms stormwater management system, once installed, will result in reduction of flooding potential for those existing adjacent properties.

Sincerely,

TTG, as Town Engineer for Johnstown

Gregory A. Weeks, PE, LEED ® AP
ITEM: Public Hearing for the Iron Horse Design Guidelines Amendment 2022

DESCRIPTION: Proposed Iron Horse Design Guidelines Amendment for approximately 164 acres of Commercial & Industrial Development

LOCATION: South of US 34, East of High Plains Blvd. (LCR 3)

APPLICANT: Centerra Commercial, LLC

STAFF: Kim Meyer, Planning & Development Director

HEARING DATE: February 16, 2022

EXECUTIVE SUMMARY
The project request is to amend the current Iron Horse Design Guidelines to modify certain development standards and land uses. These Design Guidelines (DGs) would supersede versions and apply to current and future development projects.

ATTACHMENTS
1- Vicinity Map
2- Project Narrative from Applicant
3- Redline of Iron Horse Design Guidelines
4- Clean version of Iron Horse Design Guidelines
5- Administrative Interpretation Dec 2020

PROPERTY DATA
Zoning / Land Use: PUD-MU / FedEx, Carrier West, Canyon Bakehouse

Surrounding Zoning / Land Use:
North: PUD-MU – Undeveloped Ag land – Future Encore PUD (Mixed Use)
East: Larimer County ‘RR2’ residential
South: PUD-MU – Undeveloped Ag land
West: PUD-MU – 2534 PUD (Mixed Use)

PROPERTY BACKGROUND
Property was annexed and zoned PUD-MU, as Iron Horse PUD. There are two existing subdivisions creating industrial lots. Future subdivisions are anticipated to provide additional public streets, and lots for commercial and industrial uses. See Attachment 3 – Pg 12 and 13 – for an overview of the development.
PROJECT OVERVIEW
The Applicant is proposing revisions to the existing Design Guidelines that generally include:

1. Update to land uses permitted or conditionally permitted in the Industrial Area: heavy equipment rental and sales, motor vehicle and RV sales and rental;
2. Delete the requirement to fully screen outdoor storage of materials from streets and adjacent properties in the industrial area via sections discussing storage, fences/walls, and service areas;
3. Modifications to Architectural design standards
4. Revised development signage design

STAFF ANALYSIS
Staff has discussed and negotiated the proposed amendment and its verbiage with the Applicant at length, and believe the Design Guidelines (DG) can benefit from some of the modifications proposed. There are a few outstanding concerns, discussed below, that the Applicant has chosen to maintain in their proposed amendment.

Land Use. The enhanced definitions and description proposed for the land uses section is helpful. See Attachment 3, pg 7 - The “non-heavy” equipment that has been contemplated and would be permitted with this change falls into the general category of smaller equipment that might be rented/purchased by a homeowner or small landscape contractor vs larger earth-movers you might see on a development site.

The main concerns related to the proposed changes to equipment rental and sales uses are in ensuring land uses that provide a clear benefit to Johnstown residents (i.e., jobs, sales tax, essential and needed services, etc.), balance our mix of uses, as well as complement and remain compatible with surrounding uses. While the industrial portion of Iron Horse was not intended for consumer retail sales / rental uses, upon consideration, this use feels more compatible in Iron Horse versus a purely commercial / retail area such as 2534. With this type of use, we would assume lower customer volumes than a typical “retail” use, the use of larger vehicles and trailers needed for delivery & pick-up/drop-off; as well as the utilization of gravel areas for outdoor storage of equipment. With the intent of Iron Horse to provide a high-quality location for an industrial user, Staff has determined that this scale of equipment-based uses may, indeed, fit into the overall mix of uses.

The proposal to include motor vehicle and RV trailer sales is of some concern in Section 1.9(5)G – Att 3, pg 7. The Town has very limited industrially-zoned land, and to balance our land uses and provide opportunity for employers and true industrial users, we have an interest in maintaining those areas that have been zoned for this type of more intense industrial use. Iron Horse has been and will continue to be a very valuable area to the Town and the community, and Staff has concerns with transforming too much property into more retail-type uses. Again, the argument of, “where does this belong” comes to mind. Iron Horse industrial lots do have the benefit of ultimately being screened behind the future commercial area to the north along US 34. The proposed solution is to include these uses as Conditional Uses such that the Town would have the opportunity to review the location, design, and placement of such “sales lots” – preferably with the ability to minimize their size and overall impact. Staff believes that additional considerations may be appropriate to limit these sales uses in scale or location, away from major transportation corridors, and possibly encouraging smaller, more local sellers, vs national sellers who seek larger, high visibility sites, such as:
“Sec 1.9(5)G. Motor vehicle sales; RV trailer sales – sites limited to maximum of 6 acres, with no site closer than 500 feet to a major arterial; or as an accessory use to a RV trailer manufacturer.”

External Impacts, Outdoor Screening, Fences/Walls. The Applicant has proposed multiple revisions to current guidelines that would modify the current standards of screening, and remove the current and intentional references to the Johnstown Municipal Code and town ordinance that currently require screening of all outdoor storage of materials and products. Staff does not support this proposed amendment and believes the treatment of screening of outdoor storage should be consistent throughout the Town and default to town code, which the current IHDGs does. The Town issued an Administrative Interpretation in December of 2020 related to this same issue in Iron Horse, see Attachment 5.

Proposed amendments to Sections that include reference to this issue:

- Sec 1.9(6)b. (Attachment 3 - Pg 8) discusses from which adjacent uses screening would NOT be required, such as the railroad right-of-way to the north and south, a ditch, and certain outlots internal to the subdivision.
- Sec 8.2 E. (Att 3 – pg 25) deleted “concealment” of materials, supplies and equipment and added “screened from public roadways”
  - Staff supports this general verbiage, but given the focus/topic of this section on “Service Areas” would prefer the entire last sentence be stricken/moved from this, to avoid confusion, and default to other existing screening language in the DGs: “Materials, supplies, and equipment being stored on a site should be screened from public roadways inside a closed building or behind a visual screen such as walls, berming or landscaping.”
- Sec 9.0 (Att 3 – Pg 27) “excluding adjacent industrial properties”
  - If additional details on screening – i.e., from Sec 8.2
- Sec 11.2 E (Att 3 – Pg 27) Most of the wording revisions are acceptable; however, Staff cannot support, “…with no landscaping, berming or other screening required.” This feels like a side-step to removing the requirement for any additional screening; this is not the place to regulate screening. Staff maintains that “outdoor storage” should be screened.

Overall Staff’s perspective is that the screening of outdoor storage has the ability to greatly influence the visual impact of an area. Having consistent rules related to this issue creates equity across our industrial and commercial areas, and makes administration and enforcement much clearer. Admittedly, the Town has some work to do on increasing the efficacy of code enforcement efforts, as there are areas where this requirement has been poorly enforced, which gives license to others to ignore or remain ignorant to this requirement. Overall, there are a wide range of “industrial” uses and users/properties, and Johnstown wants to ensure our industrial developments welcome and invite the broad range of employers and manufacturers. Philosophically, users should mitigate development and use impacts on adjacent properties, be they visual, noise, odor, vibration, or other impacts. The fact that what is next to a development may be right-of-way for a road or railroad, or a ditch or drainage easement, does not create inherent buffers or screening of uses on the opposite side of that space.

All other proposed amendments, including general housekeeping revisions and those that propose changes related to limiting required architectural features and articulation to those elevations facing public streets (Sec 2.2.8, Att 3 – Pg 17) and updated signage have been reviewed by Staff and found to be reasonable and appropriate for this area of Iron Horse, and generally supportable.
In most other respects, these proposed IHDGs provide for high-quality development, and Staff believes they will continue to serve the development and the community well, and offer a diverse and attractive industrial area for the Town. Where these guidelines do not address an issue or standard, the PUD defaults to current Town Code. Staff has no further concerns.

NOTICE
Notice for the Planning & Zoning Commission hearing was published in the local paper of widest circulation, the Johnstown Breeze, on Thursday, January 20, 2022. This notice provided the date, time, and location of the Planning and Zoning Commission hearing, as well as a description of the project. Given the nature of these amendment, notices were not mailed to property owners.

RECOMMENDED PLANNING AND ZONING COMMISSION FINDINGS AND MOTIONS
Findings:

1. The proposed amendment to the Iron Horse Design Guidelines is in alignment with the current Johnstown Area Comprehensive Plan and its Future Land Use Plan.

2. The proposed amendment provides “as good or better” development to the Town, than strict implementation of current Town Code for commercial and industrial development would provide.

Recommended Motion – Approval with Conditions
Based on the application received, associated submittal materials, and the preceding analysis, the Planning & Zoning Commission finds that the proposed Amended Iron Horse Design Guidelines furthers the Johnstown Area Comprehensive Plan goals, and is generally compatible with all other applicable Town standards and regulations, and therefore moves to recommend to the Town Council Approval with Conditions of the Iron Horse Design Guidelines amendment based upon the findings as stated in this staff report, with the following conditions:

1. Update Sec 1.9(5)G. to read: “Motor vehicle sales; RV trailer sales – sites limited to maximum of 6 acres, with no site closer than 500 feet to a major arterial; or as an accessory use to a RV trailer manufacturer.

2. Remove the following proposed language from this amendment:
   a. In Section 1.9 (6)b – “...excluding adjacent industrial uses, railroads, the Farmer’s Ditch south of the UPRR, Outlot C, and Outlot D as shown on Exhibit 1-2. Retain the reference to the Town’s ordinance governing screening of outdoor storage.
   b. In Section 8.2 E. delete the last sentence, “Materials, supplies, and equipment being stored on a site should be screened from public roadways inside a closed building or behind a visual screen such as walls, berming or landscaping.”
   c. In Section 9.0 delete “excluding adjacent industrial properties”
   d. In Section 11.2 E delete “…with no landscaping, berming or other screening required.”
Alternate Motions

A. Motion to Approve with no Conditions: “I move that the Commission recommend to Town Council approval of the amended Iron Horse Design Guidelines amendment as presented”

B. Motion to Deny: “I move that the Commission recommend to the Town Council denial of the Iron Horse Design Guidelines amendment based upon the following findings...”

Respectfully Submitted:

Kim Meyer
Planning & Development Director
VICINITY MAP

IRON HORSE PUD
November 18, 2021

Town of Johnstown
Planning & Development Department
Attn: Kim Meyer, Director
450 S. Parish Avenue
Johnstown, CO 80534

Re: Iron Horse Design Guidelines Amendment

Dear Ms. Meyer,

We are pleased to submit the attached Iron Horse Design Guidelines Amendment.

The overarching goals of this amendment are to provide clarification on:

1. permitted and non-permitted uses in Industrial areas;
2. architectural massing requirements for industrial buildings along public rights-of-way; and
3. appropriate screening treatments based on the unique characteristics of the site and relationship to adjacent uses, the UPRR, the Farmer’s Ditch, and adjacency to public roadways.

In addition, this amendment will help provide consistency between existing and new projects to ensure a cohesive approach and interpretation to site design, landscaping, screening and architecture. The following pages provide an overview of Iron Horse and a summary of the design guideline sections being modified.

Please let me know if you have any questions while completing your review.

Sincerely,

Kim Perry
Vice President of Community Design & Neighborhood Development
McWhinney
Overview:
Iron Horse Business Park is a 165-acre master planned commercial/retail/industrial park development nestled between the Great Western Railway, Union Pacific Railroad and US Highway 34 to the north. The proximity to US Highway 34 and Interstate 25 makes Iron Horse an attractive site for a diverse work force in distribution, manufacturing and warehousing. These employers provide good paying salaries for and services to area residents. Many business park and industrial users are looking for pad ready sites within proximity to potential employees and major roadways. As market conditions fluctuate and evolve, so too should development guidelines and requirements to appropriately mitigate challenges and create development opportunities in line with the community’s vision and goals.

Currently there are no solutions for how the intersection of CR 3 and US 34 will be addressed in the future. Due to the speed and volume of traffic, left hand turns onto westbound US 34 and southbound CR 3 are limited. This directly impacts the access and visibility of the Iron Horse development. The industrial/business park portion of Iron Horse is situated south of the Union Pacific Railroad (UPRR), with the closest portion of a lot located over 600 feet away from the US 34 right-of-way. This distance combined with the existing elevated rail line and future commercial uses directly north of the UPRR buffer the industrial sites from US 34, limiting the overall visibility to drivers and pedestrians.

*View of Iron Horse from the US 34 Frontage (looking south)*

- Site visibility is minor or non-existent
- Bottom 3-6’ of buildings are not visible
View from Iron Horse – south of UPRR (looking northwest towards US 34)

- US 34 traffic is slightly visible from the site (more than 600' away from the rear property lines)
- The average grade of the vacant parcels along the UPRR is 3-4' below the top of the railroad tracks

Summary of Revisions:
Sections of the Iron Horse Design Guidelines with Modified Redlines

- 1.9 (2) - Industrial: Principle uses permitted by right
  - Add rental and sales of Non-Heavy Equipment as a permitted use by right

- 1.9 (3) - Non-Permitted uses:
  - Remove Motor vehicle sales; RV Trailer Sales from the list
  - Incorporate revised language listing Heavy Equipment sales and rental of non-street legal equipment as a non-permitted use.
  - Add the rental and sales of automobile trailers, house trailers, recreation vehicles and boats, as non-permitted principal uses.

- 1.9 (4) - Permitted accessory uses:
  - Add delivery or transport vehicles and trailers as an accessory use.

- 1.9 (4) - Conditional uses:
  - Add Motor vehicle sales; RV trailer sales as a conditional use

- 1.9 (6) - Limitation on external effects of uses
  - Incorporate revised language excluding the need for industrial sites adjacent to other industrial uses, railroads, the Farmer’s Ditch south of the UPRR, Outlot C and Outlot D, from providing a solid fence or wall to conceal fuel, raw materials and products.
Clarify language to require massing variations on elevations facing public rights-of-way, rather than on all sides of the building.

Focusing design efforts on front elevations facing public rights-of-way and site features (such as landscaping and amenities) will provide greater long-term value to the development.

The design guidelines require durable and long-lasting materials that enhance the overall aesthetics of a building, with an emphasis placed on the front facades facing public rights-of-way.

8.0 - Service Areas

Modify language to clarify the original intent of the design guidelines for service areas. The proposed revisions remove subjective phrases (such as ‘along view corridors’ and ‘combustible materials’) and provide specific requirements consistent with the overall development pattern and best practices.

Remove language requiring a project to completely conceal materials, supplies, trucks or equipment stored on site.

As previously written this language was infeasible and impractical to completely conceal these items.

The modification ensures each project is reviewed consistently to create a cohesive development.

9.0 - Outdoor Storage

Modify language to clarify the original intent of the guidelines for outdoor storage areas.

11.0 - Security Fences/Walls

Modify and clarify language to allow a single vinyl coated chain link fence along a side property line between lots south of the UPRR.

This clarification prevents the installation of a redundant parallel fence along a shared property line.

12.0 Signage

Incorporate a revised Primary Project Identification Sign design
Centerra Examples for Comparison:
The following images were taken in the Centerra business park area (west of Interstate 25) along the UPRR. This area is reflective of the Iron Horse development with a variety of business park uses that abut similar uses and the UPRR. While many sites do not include fencing, some projects have chosen an open fence for site security. And much like the Iron Horse development many lots abut similar uses or the railroad tracks and are located over 500 feet from Rocky Mountain Avenue (a major north-south roadway).
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1.0 GENERAL PROVISIONS

1.1 TITLE

This document, The Iron Horse Design Guidelines, shall be referenced to herein as “Design Guidelines”. The Iron Horse Annexation and Development Agreement shall be referenced herein as “Annexation and Development Agreement”. The Iron Horse Outline Development Plan which encompasses the entire property included in the Outline Development Plan shall be referenced herein as “ODP”.

1.2 EFFECTIVE DATE

The Design Guidelines shall become effective upon the Final Approval as defined in the Iron Horse Annexation and Development Agreement (the “Annexation and Development Agreement”) between the Town of Johnstown, Colorado (“the Town”) and Iron Horse, LLC (“Developer”).

1.3 AUTHORITY

The Design Guidelines are approved by Resolution of the Town, pursuant to its powers as a statutory town of the State of Colorado. The provisions of the Town’s fire, building, plumbing and similar technical codes shall apply to development projects within the development, both in their current form or as amended.

1.4 RELATIONSHIP TO OTHER DOCUMENTS

The Design Guidelines establish the guiding principles for review and processing for all development within the ODP. There are other documents that were used as reference for the Design Guidelines or may be referred to for information not found within the Design Guidelines. The version currently in effect when the Design Guidelines were adopted shall apply.

B. Town of Johnstown Zoning Code (which includes the Town Sign Code).
D. Johnstown/Milliken Parks, Trails, Recreation and Open Space Plan – May 2003.
G. Johnstown Transportation Plan.
H. Johnstown Public Improvement Design Standards.

The provisions of the Iron Horse Design Guidelines shall supersede any conflicting provision of the Johnstown Municipal Code and may only be modified to protect the health, safety and welfare of the general public by the Town Board following at least thirty (30) days written notice to record owner(s) of any real property affected by the modification.

1.5 PURPOSE AND INTENT

The purpose and intent of these standards and guidelines will: (1) Provide a cohesive and integrated approach towards the overall site design, architecture, signage and landscaping for the entire project. It is the intent of the developer to provide continuity and harmony throughout Iron Horse rather than widely varying approaches to site design architecture, signage and landscaping. (2) Provide and offer standards and guidelines that architects, engineers, developers and tenants will use in designing each prospective tract of land within the development. (3) Provide the Town of Johnstown with quality and design assurances of what and how the future development will ultimately look like.
1.6 THE VISION

With its strategic location, Iron Horse will provide uses that will complement the influx of regional growth in the area. Iron Horse will complement the growth of adjacent property by providing places of employment, the offering of goods and services and offering other supporting uses that will complement growth in general.

1.7 SITE DESCRIPTION

Iron Horse is an approximately 164 acre master planned commercial/retail/industrial park located at the Southeast corner of U.S. Highway 34 and Larimer County Road 3. The property is bounded by U.S. Hwy. 34, Larimer County Road 3 and the Burlington Northern Railroad. The Union Pacific Railroad also bisects the property. With close proximity to U.S. Hwy. 34, Interstate 25 and the presence of two railroads, Iron Horse is well suited for commercial, office and industrial uses.

1.8 PROPOSED LAND USE

The ODP illustrates the different areas and uses for proposed development (see Exhibit 1-1). The areas include more than one use and all such uses shall follow the Design Guidelines. In the broad sense, uses will be commercial, retail, light and heavy industrial, business and office uses. Section 1.9 comprises a list of permitted allowable uses as well as non-permitted uses within the ODP. Some uses are use by right, others are conditional and some are special review. See Exhibit 1-2 for the Concept and Illustrative Master Plan for design elements that relate to the Guidelines.

1.9 ALLOWABLE USES

The Development shall have the entire area zoned as Planned Unit Development Mixed Use (“PUD-MU”).

(1) Commercial Areas: Principle uses permitted by right:

a. Retail stores:
   1. Food store, supermarket;
   2. Food store, convenience;
   3. Department/Retail stores;
   4. Home improvement stores;
   5. Delicatessen;
   6. Bakery goods store;
   7. Liquor store;
   8. Hardware store;
   9. Drugstore;
  10. Pawn Shop;
  11. Retail Establishments.

b. Customer service establishments:
   1. Barber and beauty shops;
   2. Restaurant and bar;
   3. Shoe repair shop;
   4. Laundromat and coin-operated dry cleaning establishment;
   5. Fine art studio.

c. Business and professional offices;

d. Banks and savings and loans;

e. Medical and dental clinics;
f. Public administrative offices and service buildings;

g. Public utility offices and installations;

h. Public library;

i. Commercial lodging;

j. Theater;

k. Minor repair, rental and servicing establishments, excluding vehicle repair;

l. Minor motor vehicle repair and maintenance, such as oil change and tune up establishments;

m. General administrative offices;

n. Public Transportation Services and/or terminal;

o. Hospitals:
   1. Short/Long-term care facilities;
   2. Hospitals/Urgent Care;
   3. Assisted Living/Nursing Home;

p. Animal Services:
   1. Small animal boarding (kennels) and training;
   2. Veterinary office and small animal clinic (indoor and outdoor use);

q. Business or professional offices (including medical/dental/clinics);

r. Funeral home and mortuaries;

s. Financial institutions (Credit unions, banks, mortgages offices);

t. Business Service (Print/Sign Shops, Courier);

u. Recreation or Amusement Facilities:
   1. Health/fitness Clubs;
   2. Entertainment Facility (billiard, game room);
   3. Commercial Outdoor recreation facility (playing field, swimming pool, skating rink);

v. Eating and Drinking Establishments:
   1. Restaurant (indoor and outdoor seating);
   2. Bar, Tavern;
   3. Fast Food with or without drive thru;
   4. Private club or lodge;

w. School/Institutions
   1. Places of worship or assembly;
   2. Private business, trade or vocation schools;
   3. Post-secondary colleges and universities;
   4. Schools of special instruction;
   5. Cultural assembly hall or exhibit facilities;

x. Agricultural uses (temporary per annexation agreement):
   1. Crop production;
   2. Grazing and ranching;

y. Feed Store and associated retail sales;
z. Retail Nursery;

aa. Visitor Accommodations:
   1. Hotel/motel;
   2. Hotel with conference center;
   3. Visitor Center.

(2) Industrial: Principle uses permitted by right:

a. Wholesale operations which include retail sales;

b. Business and professional offices;

c. Building materials and service;

d. Landscape equipment, hardscape materials and sales; provided that large piles of materials are adequately screened from High Plains Blvd. and U.S. 34 rights-of-ways;

e. Lumber yard, distribution and sales;

f. Passenger transportation terminals, not including trucking terminals;

g. Manufacturing, assembly, processing and fabrication plants;

h. Transportation terminals, including trucking;

i. General warehousing, showroom and distribution (including mini-storage);

j. Testing and research laboratories;

k. Printing and publishing houses and related activities;

1. Automobile and other vehicle body repair shops;

m. Special trades contractor specializing in one (1) or more trades of which the following are examples: plumbing and heating, painting and decorating, electrical work, glazing, insulation, carpentry and masonry;

n. Rental and sales of non-heavy equipment. (Non-Heavy Equipment includes equipment less than 50,000 pounds in weight, often used by local contractors, landscape crews and homeowners);

n-o. Railroad based on-loading and off-loading areas and associated storage components.

(3) Non-Permitted uses:

a. Meat Packing Plants;

b. Motor vehicle sales; RV Trailer Sales;

c. Rental and sales of heavy equipment. sales and rental (Heavy Equipment includes equipment greater than 50,000 pounds such as D9 scrapers, road graders, large track hoes and similar non-street legal equipment used in the construction of large earth moving projects);

d. Rental and sales of automobile trailers, house trailers, and boats, as a principal use.

d-e. Asphalt and concrete batch plants;
e. Petroleum storage in commercial area except accessory to an approved use.

(4) Permitted accessory uses:

a. Office, storage, power supply and other such uses normally auxiliary to the principle industrial use;

b. Parking and service areas;

c. Accessory signs;

d. Residential quarters for guards or caretakers;

e. Any other structure or use clearly incidental to and commonly associated with the operation of a principle use permitted by right;

f. Garages for storage of vehicles used in conjunction with the operation of a business;

g. Off-street parking and loading areas;

h. Signs;

h.i. Delivery or transport vehicles and trailers used to delivery equipment, supplies and products to a rental or sales destination.

(5) Conditional uses.

The following uses shall be permitted in the property upon approval of a conditional use grant as provided in Article VII:

a. Residential;

b. Commercial parking facilities;

c. Storage of gasoline or any other flammable liquid as defined as those having a flash point below seventy-three degrees Fahrenheit (73°F) and having a boiling point below one hundred degrees Fahrenheit (100°F) where such storage is in excess of fifty thousand (50,000) gallons

d. Motor vehicle repair and maintenance;

e. Drop forges or foundries;

f. Non-accessory signs;

f.g. Motor vehicle sales; RV sales.

(6) Limitation on external effects of uses.

a. No use or activity shall be permitted to produce hazardous conditions or noxious influences, such as noise, vibration, heat, glare, radiation, fumes, smoke or other pollutant to a degree detrimental to existing or prospective adjacent uses or to existing or prospective adjacent residential and commercial districts.

b. All fuel, raw materials and products stored outdoors shall be enclosed by a solid fence or wall adequate to conceal such fuel, raw materials and products from adjacent residential and commercial districts excluding adjacent industrial uses, railroads, the Farmer’s Ditch south of the UPRR, Outlot C and Outlot D as shown on Exhibit 1-2. (Ord. 526, 1996).

1.10 DESIGN REVIEW COMMITTEE

The property comprising Iron Horse was annexed to the Town in 2006 subject to the terms and conditions of the Iron Horse
Annexation Agreement dated May 15, 2006. As part of that Annexation Agreement Johnstown and the Property Owners agreed to develop and agree to performance standards for the purpose of addressing design considerations including architectural, site planning, and landscaping, streetscape and sign elements for land uses within Iron Horse. Iron Horse Design Guidelines are the performance standards as contemplated in the Iron Horse Annexation Agreement.

The following outlines the successive processes for submittals and approvals for development projects. Projects must first be submitted to the Iron Horse Design Review Committee (DRC) before submitting to the Johnstown Review Committee (JRC). After approval is gained by both the DRC and the JRC, the project may be submitted for building permit application.

1.10.1 Iron Horse Design Review Committee (“DRC”)

The purpose of the DRC is to ensure proposed developments meet the standards as established in the Design Guidelines in order to maintain a consistency of planning and design for the entire project. The Design Guidelines legally apply to all land that is part of the ODP, regardless of ownership, and are in addition to the zoning and land use regulations of local government. The Design Guidelines and supporting documents are administered and enforced by the DRC. The DRC is a private, developer related entity which shall consist of one of the following:

A. The following three to five members: one Engineer with a minimum of ten years’ experience in land planning or development, one Landscape Architect/Planner with a minimum of ten years’ experience in land planning or development, one Architect with a minimum of ten years’ experience and two ODP development property owners;

B. An Architecture or Planning firm with adequate experience in areas of industrial, retail and commercial planning and design.

1.10.2 DRC Approval Process

A. Any proposal to construct, modify or demolish improvements within the ODP must have plan approval from the DRC/JRC prior to commencement, and following approval must also receive administrative approval, in accordance with these design guidelines, from the Town of Johnstown Town Planner. The DRC ’s review and approval process also applies to signage, changes in property use, and maintenance activities that take place on, or with respect to, property that is part of the ODP. After the DRC approves a plan submittal, an applicant may proceed with a project, but only in strict compliance with the terms and conditions of approval. The DRC may perform periodic site inspections, both during development and on an ongoing basis thereafter to ensure compliance.

B. The DRC meets as needed, and projects are placed on a formal meeting agenda only after applications have been submitted at least two weeks prior to a meeting. Formal presentations to the DRC are mandatory for most development projects; however, most details are reviewed through informal meetings with the DRC representatives. This process is designed to expedite the preparation and approval of the plans for any specific site where development is contemplated. There are three phases in the development approval process. These include:

1. Pre-design Conference
2. Design Development (includes plans and elevations)
3. Final submittal

C. Approval is contingent upon the submittal of materials and payment of any designated fees or expenses, and favorable review. A “Notice of Committee Action”
letter from the DRC will be sent to each applicant within a maximum of thirty days after the date of the submittal. This notice will state whether approval or disapproval has been granted and outline any conditions associated with the ruling.

D. Review fees may be required for all DRC submittals and shall be paid for the phase scheduled for review on or before said review. If the DRC requires that the applicant attend additional meetings with a DRC member or consultants due to incomplete, inadequate or improper submittals, then the applicant shall be responsible for paying the full costs of such services. No written confirmation of a DRC action will be issued until all appropriate fees have been paid.

1.10.3 Johnstown Review Committee (JRC)

The Town’s Design Review Committee will be composed of the following persons: Town Administrator, Town Planner, Town Attorney and the Town Engineer. The Design Review Committee may seek the assistance of any other Town employee or consultant whose expertise is necessary to review the application. All Town subdivision and re-subdivision requirements, building codes, permits and fees, as adopted by the Town, do apply. It is also understood that the JRC duties may be delegated to an architecture or planning firm with adequate experience in areas of industrial, retail and commercial planning and design.

1.10.4 JRC Approval Process

All individual development projects in the ODP shall be reviewed and approved by the Town pursuant to this approval process. This approval process shall supersede and replace all other Final Development Plan approval processes for land use developments set forth in the Town of Johnstown’s Zoning Code, Comprehensive Plan and any other applicable Municipal Ordinance provisions except subdivision civil/public improvement processes.

A. Pre-Application

The applicant shall schedule a pre-application conference with the Town Planner prior to submittal of any project proposal. The intent of this initial meeting shall be as follows:

1. To informally discuss the overall context and development objectives for the proposed project.

2. To review how the project has interpreted the guidelines and criteria for development of the project as set forth in the Design Guidelines.

3. To review a sketch plan and architectural design concepts prepared by the applicant illustrating overall site development and major site development components. The sketch plan is intended to be a very preliminary sketch of the development concept and not a formal site plan.

B. Final Development Plan Submittal and Process

All development projects shall be submitted in compliance with the current Town Community Development Application Form. Accompanying the application shall be all required fees as well as a certification from the DRC stating that the development as proposed in the application meets all the applicable standards and guidelines of the Design Guidelines. The application shall be reviewed for completeness within seven (7) working days of filing. If the Town determines that the application is complete, the application shall then be reviewed by the JRC. If the Town determines that the
application is incomplete, the Town shall specify in writing the specific ways in which the application is insufficient or incomplete.

The JRC shall review the application for conformance with all of the applicable terms and conditions of the Design Guidelines. Said review shall be completed within 45 calendar days of Town determination of completeness of the application. Said 45 day period may be extended in writing by the applicant. Review of the application by the JRC is administrative in nature for the purpose of determining that the proposed development as set forth in the application complies with the terms and conditions of the Design Guidelines.

The JRC has the right to grant variances to the Design Guidelines based upon the applicant’s ability to demonstrate innovative approaches to design solutions, or future market conditions which the DRC feels is advantageous to, and in conformity with the intent of the Guidelines. In no event shall the JRC grant a variance to the permitted uses in a development parcel.

C. JRC Approval
The JRC shall approve the application if it complies with the applicable terms and conditions of the Design Guidelines. The JRC may approve the application with conditions. Said conditions shall be specifically related to compliance with standards and guidelines in the Design Guidelines. In the event the JRC determines that the proposed development in the application does not comply with the Design Guidelines, the JRC shall specify in writing the specific reasons in which the application does not meet the applicable criteria.

D. JRC Appeals
The decision of the JRC may be appealed by the applicant to the Johnstown Town Board. The decision by the Town Board on the appeal shall be final.

1.10.5 Additional Criteria & Updates
In addition to the criteria herein, the DRC and JRC may promulgate additional criteria that are not inconsistent with the criteria set forth herein. From time to time, any of these additional criteria may be amended by action of the DRC and JRC. Changes in land use or changes greater than the 20 percent dimensional criteria, that shall become a permanent part of the design guideline document, shall constitute a major change and shall be brought back to the Planning Commission and Town Board for review and approval.

1.10.6 Variances
The DRC may authorize variance from these criteria when circumstances such as topography, natural obstructions, hardship, or aesthetic or environmental objectives or considerations may warrant, insofar as they are not superseded by applicable Town of Johnstown zoning regulations. Such variances must be approved by the DRC and JRC. A variation of up to 20 percent in dimensional standard is allowed if it improves the project design or an unreasonable hardship can be demonstrated.

1.10.7 Final Plan Amendments
Amendments to final plans must be approved by the DRC and JRC.

1.10.8 Overall Design Elements
One primary entrance sign is located along US 34 to create a gateway and emphasize entrances for people coming west from 1-25 and people driving east along US 34. One
secondary entrance along High Plains Boulevard will benefit more local traffic and address the minor roadway entrances to the development. Landmark and high-visibility intersections also help develop the character of the area. These intersections shall contain showy landscaping, decorative walls, and overall just exhibit an increased decorative character than other minor intersections. By creating a hierarchy of intersections, people will be able to use the decorative elements as a way finding device.
2.0 DESIGN STANDARDS

2.1 DESIGN PRINCIPLES AND GOALS

The goal of the architectural standards is to provide design standards that promote high quality design through the Iron Horse Development. It is the desire to provide flexibility for architectural design and optimize site and building functions, while achieving and maintaining a sense of design integrity through the development. The design of each parcel will be assessed for its suitability and intent toward the long-term vision and commitment to the community.

Design principles, materials and landscaping will be selected to achieve the following goals:

A. Create a timeless design that has enduring forms and qualities.
B. Provide a high level of craftsmanship in the construction of new developments.
C. Encourage new ideas and creative design.
D. Design with the long view. Look ahead during design. Avoid getting caught up in the urgency of the here and now. Maintain a long-term commitment to the future of the community.
E. Design and build with durability in mind. Establish a maintenance framework that ensures a continuing high level of quality in the future.

2.2 ARCHITECTURAL CHARACTER

The architectural character is intended to reflect a sense of high quality and timeless design. The language will be one that fits with the land and surrounding community. The materials will reflect the quality and the forms will reflect the timeless design. These standards are intended to promote the design of an urban environment that is built to human scale to encourage attractive street fronts and other connecting walkways, while also accommodating vehicular movement.

Refer to Appendix A for examples of:

1.) Acceptable types of Industrial Building Facades
2.) Acceptable Industrial Building Facades Using Architectural and Prefabricated Metal Panels
3.) Unacceptable Industrial Building Facades Using Architectural and Prefabricated Metal Panels

2.2.1 Building Materials

Exterior materials shall be chosen for their suitability, durability, and visual continuity.

Building materials shall be selected to provide a variety of textures per building facade, create visual balance to avoid an excessive variety of materials that would result in a cluttered appearance.

Building materials shall provide greater visual and textural interest at building entrances and architectural embellishments and areas that are highly visible to the public.

Building materials shall concentrate on absorption rather than reflection of light.

2.2.2 Preferred Materials

A. Brick.
B. Textural concrete block, painted or integral color.
C. Precast panels with painted and/or cast-in textures only.
D. Site-cast concrete panels, with painted and/or cast-in textures only.
E. Wood and wood composite materials, only comprising of a maximum of 60% of the entire façade of a structure.
F. Natural stone and synthetic stone products.

G. Architectural and prefabricated metal panels (for acceptable buildings as described below and graphically portrayed in Appendix A.2)
   a) Acceptable buildings: High-finish buildings with parapet or high slope roofs, and emphasis on the entry feature and articulated building walls with windows and/or other high quality architectural design elements as approved by the DRC and Johnstown (JRC).
   b) Unacceptable buildings: Basic, industrial character buildings featuring corrugated paneling, low slope roofs and plain walls with little or no wall articulation or windows.

H. Stucco.
   I. Non-reflective glazing, comprising of a maximum of 60% of the entire façade of a structure.
   J. Smooth face concrete block, used in combination with other textural materials as accent material, only comprising of a maximum of 50% of the entire façade of a structure. Color of façade shall compliment building design.
   K. Other similar high-quality materials and/or synthetic materials as approved by the DRC/JRC.

2.2.3 Prohibited Materials and Treatments

Prohibited Materials – Unless approved by the DRC/JRC.
   A. Unadorned metal wall panels (when directly visible from the public right-of-way.)
   B. Full ceramic tile walls.
   C. Mirrored wall treatments.
   D. Single color walls without mass breaks.
   E. The use of reflective glazing, with over 60% reflectivity, is prohibited.
   F. Exposed neon or color tubing (except in entertainment uses and cohesively planned related facilities).
   G. Corrugated metal panels consisting of more than 25% of the façade.

2.2.4 Building Colors

Color palette should consider earth tones, indigenous to the region resulting in a cohesive, unified theme throughout the development.

Monochromatic color schemes are discouraged.

Non-reflective accent colors to be compatible with base colors and used sparingly. Color shades shall be used to facilitate blending and unifying the development.

The color shades of building materials shall complement or draw in part from the range of color shades that already exist on the block or in the adjacent development.

2.2.5 General Color Families

A. Grays, warm & cool
B. Greens/blues
C. Reds/browns
D. Other similar color families

2.2.6 Accent Colors

A. Compatible to predominant building colors
B. Accent colors can be incorporated into shutters, window mullions, building trim, signs, light fixtures, awnings, etc.
C. Bright/vivid colors shall be used sparingly (10% or less of a façade).
2.2.7 Variation in Massing – Retail/Commercial/Office

Massing of retail establishments should be compatible and complement each other. Large un-interrupted horizontal and vertical masses seen from U.S. Hwy. 34, Iron Horse Drive and Ronald Reagan Drive should be broken up with projections or recessions to minimize the overall mass of structures.

Horizontal masses of structures shall not exceed 100 feet in length without two (2) of the following for walls 28’ or less and three (3) of the following for walls greater than 28’:

A. Changes in color where one color is at least 60% of the mass.
B. Changes in texture or material where one texture or material is at least 60% or more of the wall.
C. One change in horizontal plane of at least a minimum of 1 foot.
D. A colonnade, pergola, trellis, or similar feature equivalent to 30% of the vertical plane (height), offset at least 2 feet from the main building mass is provided.

Horizontal masses that exceed 100 feet in length shall provide three (3) of the following:

A. 25% of the horizontal plane offset at least 2'-0" from the main building mass.
B. 25% of the parapet offset from the main building by at least 2'-0".
C. A colonnade, pergola, trellis, or similar feature equivalent to 20% of the vertical plane (height), offset at least 2'-0" from the main building mass is provided.
D. Windows constitute 25% of the horizontal length of the elevation.

2.2.8 Variation in Massing – Industrial

Single, large, dominant building masses are unavoidable, given the functions of industrial uses, but are to be differentiated at primary building features like entrances, corners, or building midpoints on elevations facing public Rights-of-Ways.

Horizontal masses that front onto High Plains Boulevard shall not exceed 100’-0” in length without two (2) of the following:

A. Changes in color where one color is at least 80% of the mass.
B. Changes in texture or material where one texture or material is at least 80% or more of the wall.
C. One change in horizontal plan of at least a minimum of 16”.

In addition, Horizontal masses that exceed 300’-0” in length shall provide three (3) of the following for all lots that front onto High Plains Boulevard:

A. 25% of the horizontal plane offset at least 2'-0” from the main building mass.
B. 25% of the parapet offset from the main building by at least 2'-0”.
C. A colonnade, pergola, trellis, or similar feature equivalent to 20% of the vertical plane (height), offset at least 2'-0” from the main building mass is provided.
D. Windows constitute 25% of the horizontal length of the elevation.

2.2.9 Facades – Retail/Commercial/Office

New structures should complement each other by the consistent application of similar materials within neighboring and adjoining development parcels. Continuity and harmony should be achieved with facades rather than each structure having a radical, distinctive look and feel. Similar applications shall include: colors, building materials, texture, roof forms, pergolas, awnings, window seals and ledges, light fixtures, signage etc. These items can be added to add visual interest to the facades of structures.

Side or rear facades of the building shall include materials and design characteristics consistent with the main design theme on
the front. The use of simplified detailing and substitute materials on the side and rear facade to continue the design theme of the main façade is allowed. Use of less decorative or lesser quality materials for side or rear facade may be approved by the DRC/JRC.

Loading docks, service areas and trash containers shall not face High Plains Boulevard or U.S. Hwy. 34, nor in any case be closer than 50’-0” from the public right-of-way. Loading docks may be permitted that face the public right-of-way if berming and landscaping and or walls are provided to adequately screen the visual presence of the loading docks and trucks.

Screen walls attached to the building shall be of the same materials as the building and where possible be incorporated into the design of the building.

2.2.10 Facades - Industrial

In order to add architectural interest and variety and avoid the effect of a single, long, uninterrupted wall, the following supplemental standards shall apply to industrial uses:

Building facades may include real or false windows or similar modulations of the wall to establish the human scale of the building, and to maintain design consistency with the main façade (including those that face walkways or public streets).

Side or rear facades of the building shall include materials and design characteristics consistent with the main design theme on the front. The use of simplified detailing and substitute materials on the side and rear facade to continue the design theme of the main façade is allowed. Use of less decorative materials for side or rear facade may be approved by the DRC/JRC.

Loading docks shall not face public streets, nor in any case be closer than 50’-0” from

2.2.11 Roof and Top Treatment Retail/Industrial/Commercial/Office

Continuous flat parapets are allowed, subject to the requirements of Variations in Massing above in Section 2.2.7.

Rooftop mechanical units, dishes, and other miscellaneous equipment shall be screened or be an integral part of the building design.

Screening material shall be the same or compatible material texture and color as the building architecture.

Mechanical and equipment screens within 15’-0” of the building perimeter are to be integrated with the building parapet. Mechanical and equipment screens more than 15’-0” from the building perimeter may be of alternate materials, and are not required to be integrated with the building parapet.

Roof materials, when directly visible, shall be approved by the DRC/JRC.

2.2.12 Building Entrances Retail/Industrial/Commercial/Office

Primary building entrances shall be clearly defined and provide limited shelter from the weather. Building materials shall be selected to provide greater visual and textural interest at primary building entrances and shall be easily identifiable to both vehicles and the pedestrian.
Building addresses shall be clearly visible from the public right-of-way, as well as the entrance of each door.

Architectural articulation shall be evident at primary entrances. Textural and massing changes are required for visual interest as well as promoting the “human scale.”

Landscape features shall be provided at building entrances, such as a formal arrangement of trees, shrubs, or groundcover; and hardscaping complimentary to the building and landscape design.

Each principal building on a site shall have clearly defined, easily located primary entrances featuring at least three (3) of the following:

A. Canopy, arcade or portico
B. Overhang or recess
C. Peaked or different roof form from the overall structure
D. Architectural detail such as tile work, columns, stone, moldings.
E. Pedestrian entrances are recommended to be provided with a recess or projection at least 5’-0” from the adjacent building façade.
F. Primary building entrances shall have at least two colors.
G. Primary building entrances shall have at least two materials, including windows.
H. Primary building entrances shall have windows immediately adjacent to the “front” door.
I. Solid, opaque doors at the primary entrance are prohibited.

Sloped roofs, integral planters, wing walls, exposed trusses, and exposed columns are allowed at all entrances but not required.

The Variation of Massing (See Section 2.2.7) requirements are encouraged at building entrances, rather than between building entrances.

3.0 SITE PLANNING CRITERIA

3.1 BOUNDARIES/RIGHTS-OF-WAY/EASEMENTS

A. Building permit site plans shall acknowledge existing boundaries, rights-of-way and easements. Buildings and/or structures shall in no case extend into public rights-of-way or easements, or beyond its related property boundary.

B. Elements which are allowed within an easement may include: trees, shrubbery, landscaping, retaining walls or other landscape features, berms, fences or screening walls, driveways, sidewalks, permitted signs, eaves that do not project more than 2½ feet into the easement, site furnishings, utility lines, wires and associated structures, such as power and light poles, provided that there are no conflicts with utilities located within easements. Development application plans shall demonstrate that there are no conflicts between utilities and proposed landscape elements, signs, fences and retaining and/or screening walls.

C. Where trees are placed in an easement, the tree shall be offset a minimum of five (5) feet from water and sanitary sewer main lines, five (5) feet from primary electrical lines (or in compliance with the utility provider’s guidelines), and four (4) feet from gas lines. Landscaping shall not be permitted where it may significantly impact the maintenance, repair or replacement of public utilities. Offsets may be reduced to 2’ in special circumstances and must be approved by the Town DRC/JRC. Offsets are not required from private utility service lines.

D. Elements allowed within a public right-of-way include: all of the elements allowed within an easement, except the following items: fences or screening walls and retaining walls (unless approved in street construction plans), eaves of buildings,
signs, required buffer yards, and site furnishings unless otherwise approved by the DRC/JRC.

3.2 SETBACKS

The building and parking setbacks have been designed to respect the existing rural character while keeping in mind the future urban character of this area and to make setbacks consistent.

Building Setbacks:

<table>
<thead>
<tr>
<th>Feature</th>
<th>Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Hwy. 34</td>
<td>80'</td>
</tr>
<tr>
<td>High Plains Boulevard</td>
<td>30'</td>
</tr>
<tr>
<td>Public Internal Streets</td>
<td>20'</td>
</tr>
<tr>
<td>Rear Yards</td>
<td>10'</td>
</tr>
<tr>
<td>Side Yards</td>
<td>10'</td>
</tr>
</tbody>
</table>

Parking Setbacks:

<table>
<thead>
<tr>
<th>Feature</th>
<th>Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Hwy. 34</td>
<td>30'</td>
</tr>
<tr>
<td>High Plains Boulevard</td>
<td>30'</td>
</tr>
<tr>
<td>Public Internal Streets</td>
<td>15'</td>
</tr>
<tr>
<td>Rear Yards</td>
<td>5'</td>
</tr>
<tr>
<td>Side Yards</td>
<td>5'</td>
</tr>
</tbody>
</table>

“Setbacks” refer to the required unoccupied open space between the furthestmost projections of a structure or the back of curb and the property line of the lot on which the structure is located, including features as listed below in Section A. Required setbacks shall be unobstructed from the ground to the sky except as specified in this section.

A. Features Allowed Within Setbacks. The following structures and features may be located within required setbacks, subject to the adopted building code of the Town of Johnstown:

1. Trees, shrubs or other landscape features.

2. Fences or retaining walls. All retaining walls will have a maximum height of 6 feet. If retention of an earthen slope exceeds 6 feet, retaining walls must be terraced. Any retaining or sound wall over 6 feet must be approved by the DRC/JRC. Fences may be a maximum height of 8 feet.

3. Driveways and sidewalks.

4. Monument, entry or directional signage.

5. Bay windows, architectural design embellishments that do not extend more than 3 feet into the setback limits.

6. Eaves that do not project more than 3 feet into the required setback.

7. Chimneys, flues and ventilating ducts that do not project more than 2½ feet into a required setback and when placed so as not to obstruct light and ventilation.

8. Utility lines, wires and associated structures, such as power and lights poles.

9. Balconies and outside stairs of any height are permitted to extend outward from a structure 6 feet into a front or rear setback, and 3 feet into a side setback.

10. Dumpsters, trash containers and enclosures.

11. Patio covers, awnings and shade structures.

12. Uncovered porches, decks, flatwork, and concrete slabs, provided that such items are not more than 30 inches in height are permitted anywhere in the setback.

13. Covered porches, decks, terraces and patios, if such items are between 30 inches and 8 feet are...
permitted to extend from structure 6 feet into a front or rear setback and 3 feet into a side setback.

### Table 3-1

<table>
<thead>
<tr>
<th>Land use</th>
<th>Minimum % Open Space Required</th>
<th>Maximum Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light &amp; Heavy commercial</td>
<td>15%</td>
<td>45 feet</td>
</tr>
<tr>
<td>Civic/Public Institutional</td>
<td>15%</td>
<td>85 feet</td>
</tr>
<tr>
<td>Office</td>
<td>15%</td>
<td>85 feet</td>
</tr>
<tr>
<td>Light and Heavy Industrial</td>
<td>15%</td>
<td>50 feet</td>
</tr>
<tr>
<td>Warehouse, Storage</td>
<td>15%</td>
<td>40 feet</td>
</tr>
<tr>
<td>Hotel, Motel</td>
<td>15%</td>
<td>120 feet</td>
</tr>
<tr>
<td>Other</td>
<td>15%</td>
<td>45 feet</td>
</tr>
</tbody>
</table>

Notes:

* Parking Structures are not included with the maximum lot coverage by structures
** Where parking structures are proposed, as accessory to non-residential uses, the combined floor area shall not exceed 3.0.

All structures shall be approved by the DRC/JRC.

### 3.3 BUILDING HEIGHT

Maximum building heights are listed in Table 3-1.

### 3.4 OPEN SPACE REQUIREMENTS

A. Open Space shall be defined as each individual tract or building site within the ODP not covered by building or parking. Open Space shall be designated to: protect view corridors, provide ample buffering and setbacks, provide for separation between uses, reduce heat and glare, create connections between uses and to create an aesthetically pleasing development.

B. The minimum open space requirement for each site is indicated in Table 3-1. A minimum of 70% of the area defined as open space shall be vegetated and landscaped areas. The remaining 30% shall be inorganic materials such as rock or wood mulch.

C. With approval from the DRC/JRC, the open space requirement for an individual lot may be reduced by 5% (for example, reduce requirements from 15% to 10%) where a lot abuts public or private open space tract, given that a minimum of one-third of the lot’s total perimeter length is immediately adjacent to the open space. The open space area, which the lot abuts, must also have an average width of 30’ (minimum of 20’) along the lot’s edge in order for the reduction to be applied.

### 3.5 ALLOWABLE OPEN SPACE ELEMENTS

Open space elements that may be included for the purpose of calculating open space in non-residential areas include:

A. Pedestrian plazas and entry courts, patios, outdoor gathering spaces (unenclosed amphitheaters).
B. Pedestrian/transit facilities where they represent a bus stop area (smaller than 500 square feet).

C. Sidewalks, seating areas, fountains, pools, and information/exhibit kiosks.

D. Passive and active recreation areas.

E. Natural Areas.

F. Detention areas, drainages, river and/or river channel, wetland water quality areas, ponds and irrigation ditches.

G. Turf and landscaped areas and buffers.

H. Other similar uses as approved by the DRC/JRC.

3.6 LAND USE COMPATIBILITY

The purpose of this section is to ensure that the physical and operational characteristics of proposed buildings and uses are compatible when considered within the context of the surrounding area.

3.6.1 Compatibility of Building Materials

Building materials shall either be complementary or draw in part from the materials already being used in the commercial center. If dissimilar materials are being proposed, other characteristics such as scale and proportions, form, architectural detailing, color and texture shall be utilized to ensure that enough similarity exists for the building to be compatible, despite the differences in materials. Refer to Section 2.2.1 for preferred building materials, colors, and textures.

3.6.2 Industrial Performance Standards

The proposed land uses and activities shall be conducted so that any excessive glare, heat, vibration, emissions (smoke, odor, and particle) and hazardous materials created by the use of the property will be imperceptible without instruments at any point along the property line.

3.6.3 Air Quality

Developments within this ODP shall conform to all applicable local, state and federal air quality regulations and standards, including, but not limited to those regulating odor, dust, fumes or gases which are noxious, toxic or corrosive, and suspended solid or liquid particles.

4.0 NONRESIDENTIAL BUILDING SITING AND ORIENTATION

4.1 GOAL

Buildings should be sited to maximize the character of existing land forms and site features. The relationships between buildings should be carefully considered; pedestrian connections are accessible, convenient and safe; site drainage is facilitated, and views from adjacent roadways are not dominated by parking.

4.2 CRITERIA

Locate buildings in order to facilitate drainage away from foundations. Buildings should also be located to minimize grading and follow the existing topographic features and landforms. It should be noted that the change in topography for the Property is significant and landform modifications will be necessary.
To avoid possible conflicts and take advantage of mutual benefits such as shared parking, access points, drive and easements, relate the locations of site uses and buildings with existing uses and buildings on adjacent parcels.

Locate building entryways so they are easily identifiable from individual parcel entries.

When warranted, secondary-building entrances shall be easily accessible and convenient to parking and delivery areas that serve buildings, yet are not dominant.

Buildings should be oriented to face roadways or address roadways through orientation that opens to the roadway by visitor entry drives.

In siting, orienting, and developing new buildings and facilities, protect and enhance existing views and provide view corridors.

In orienting buildings for views, give consideration to each building’s relationship to other nearby buildings and development parcels.

5.0 LANDSCAPING/SITE FURNISHINGS

All uses within the ODP will follow the Town of Johnstown Landscape Standards and Specifications that were adopted July 19, 2004. Development applications shall include detailed landscape plans per these Guidelines. The Developer may elect, at their sole discretion, to adopt any new or amended standards that the Town may adopt in the future.

Landscaping is intended to unify the building and its site along with adjacent development areas. In order to establish a consistent streetscape and open space image, emphasis is on landscaping the ODP as a single entity, not on a small-scale with individual landscaped areas.

Landscaping, site furnishings (when used) and irrigation must be completed in the next available planting season, or as soon as weather conditions permit. Public rights-of-ways, common open space and private lots to be landscaped shall be completed prior to occupancy unless otherwise approved by the DRC/JRC and as shown on Final Landscape Drawings and Phasing Plans. The Town will require escrow to cover the cost and the installation of landscaping and irrigation at the time of a temporary and or final certificate of occupancy until the landscaping is installed.

See Figures 5-1 thru 5-3 for examples of site furnishings. The examples shown are for reference only and to establish a common baseline for what is to ultimately be used in the ODP. The DRC/JRC shall make the final determination on the site furnishings.
6.0 DRAINAGE

Regional detention is highly encouraged. Site drainage must be compatible with adjacent property drainage and in accordance with the Utility/Grading/Drainage Plan approved prior to, or at the time of the first Preliminary Plat. Excess run-off from the site shall be minimized with sites graded to provide positive drainage away from buildings and to drainage easements/systems and/or to street drainage systems. Storm drain detention requirements shall be accommodated within individual development sites and/or possibly within regional detention areas. See final landscape plans for ownership and maintenance of all common open space areas.

7.0 UTILITIES, MECHANICAL EQUIPMENT, AND COMMUNICATION DEVICES

Visual and sound impacts of utilities, mechanical equipment, data transmission dishes, towers, microwaves, and other services and equipment shall be minimized within the Development. Radio transmitter towers and other similar equipment must be approved by the Town.

7.1 TEMPORARY OVERHEAD POWER AND TELEPHONE LINES

Onsite overhead utility lines are permitted during construction, but shall be removed prior to certificate of occupancy (including temporary occupancy) unless otherwise approved by the DRC/JRC.

7.2 COMMUNICATION DEVICES AND MECHANICAL EQUIPMENT

Wherever possible, mount data transmission and receiving telecommunication devices at ground level, to the rear of structures, and screen them from view from adjacent roadways, pedestrian paths, and building sites.

In screening such devices and equipment, use subdued colors that blend with the surroundings and/or nearby buildings.

Coordinate locations, screening, and landscape decisions with involved utility and service providers in order to allow adequate conditions for servicing these devices and equipment.

If transmission and receiving devices or mechanical equipment are roof-mounted, locate them below an involved building’s highest architectural element, so they are not generally visible from the site, adjacent buildings, and public view.

Communication Devices visible from adjacent sites and buildings shall be painted in a color compatible to the primary structure. If equipment cannot be painted it shall be screened using architectural screen walls or landscaping.
7.3 TRANSFORMERS, GAS METERS

Electrical transformers and other utility boxes and equipment should be screened from public view with the use of landscaping, berming or screened enclosures. Screening shall be subject to approval from the pertinent Utility Provider.

Coordinate locations, screening, and landscape decisions with involved utility companies in order to allow adequate conditions for service access. Conduits, meter sockets, and vents shall be painted to match building surfaces and screens. While the meter socket may be painted, the meter itself cannot be painted.

8.0 SERVICE AREAS

8.1 POLICY

The visual impacts of service, delivery, trash, and outdoor equipment or storage areas shall be minimized, particularly relative to views from public roadways and along view corridors. Thoughtful placement and design of screening for these facilities is a priority for all sites as defined below.

8.2 CRITERIA

No areas for outdoor storage, trash collection or compaction, loading or other such uses shall be located within (50) fifty feet of the R.O.W. of High Plains Boulevard and US Hwy. 34 and ten (10) feet of any public street, or public sidewalk or adjacent use.

Loading docks, truck parking, outdoor storage (including outdoor storage of recreational vehicles, boats, and truck storage), utility meters, HVAC and other mechanical equipment, trash collection, trash compaction and other service functions should be located and screened so that the visual and acoustic impacts of these functions are contained and minimized from adjacent properties, public streets, public sidewalks and trails.

A. Loading docks, trash containers, and service areas shall be screened or located out of view from adjacent public streets, properties, pedestrian pathways, and open space corridors and public sidewalks.

B. Screen facilities with architectural elements, berming and/or landscaping.

C. Screening walls for loading docks and service areas should be a minimum height of six feet (6’), or as tall as the object which is being screened, and incorporate materials and finishes similar or compatible with those of the primary structures. All trash enclosures shall be constructed with a masonry material, non-combustible material unless approved by the DRC/JRC and include solid metal gates. (See Figure 8-2)

D. Locate loading, service, and delivery areas so they do not encroach into any setbacks and so that they serve as an extension of the building.

E. Locate parking areas for outdoor equipment, trucks, research trailers, service vehicles, etc. away from public parking lots, streets and major public sidewalks pedestrian circulation routes. Unless out of view of public streets and public sidewalks, screen these areas architecturally and/or with landscaping. Materials, supplies, trucks, or equipment being stored on a site should be concealed screened from public roadways inside a closed building or behind a visual screen such as walls, or berming or landscaping. (See Figure 8-1)

F. Clearly identify all service entrances to discourage the use of main entrances for deliveries.
Figure 8-1 - Service Areas

Figure 8-2 – Screening for Loading Docks
9.0 OUTDOOR STORAGE

Restrict outdoor storage to defined areas clearly identified on the building permit approved plans. Such areas should be screened from views from adjacent properties (excluding adjacent industrial properties), public roadways and public pedestrian pathways by using adequate year-round buffer and screening techniques including walls, landscaping and/or berming.

10.0 CART STORAGE, VENDING MACHINES, ETC.

Cart corrals, cart storage, vending machines, newspaper racks, video and book return boxes, and telephones shall either be placed inside structures or shall be screened and designed to complement the building façade.

11.0 SECURITY FENCES/WALLS

11.1 POLICY

Fences and/or wall materials should be compatible with other architectural and landscape elements located in the development as approved by the DRC/JRC and shown on the Final Landscape Plans. (See Figures 11-2 and 11-2)

11.2 CRITERIA

A. Where fencing is used in highly visible areas such as the entry way, the use of a fence constructed of specialty wood, concrete, or iron is required. Specific fence designs will be selected for use along common open space and specific roadways within the ODP to ensure consistent treatment. The fence will be selected to provide a high degree of visual quality, low maintenance, security, and to present a consistent image. Where fencing is desired, the specialty fencing types should be used in high visibility areas along private or public open space areas and High Plains Boulevard.

B. Fences shall be a maximum of eight (8) feet tall.

C. Fences adjacent to public streets must be set back a minimum of 10’ from any public right of way, unless approved otherwise by the DRC/JRC.

D. In areas visible to the public, fencing should be buffered with landscaping to ensure an attractive development. Buffering should be accomplished with a mixture of evergreen trees, shrubs, ornamental or deciduous canopy trees, and berms. It shall be the intent of fence buffer designs to obscure the fence from vision within 3 years after planting (See Figure 11-1 for example of buffering).

E. Vinyl coated chain link fences may be used for security if berming and landscaping can reduce its visibility from public rights of ways (See Figure 11-1). Vinyl coated chain link fence is permitted and not required to be screened when not directly in view from public rights of ways streets. On side or rear yard lot lines between lots south of the UPRR as shown on Exhibit 1-2, a single chain link fence may be shared on the property line with no landscaping, berming or other screening required. Barbed and/or razor wire at the top of such fence must be approved by the DRC/JRC on a case by case basis.

F. Vinyl coated chain link fencing shall not be permitted within 40’ of any public R.O.W. Other fencing material such as steel, iron, aluminum, stone or masonry shall be used within that area. The DRC/JRC may require steel, aluminum, stone or masonry in instances with high visibility or other special circumstances within 40’ from the public R.O.W.
G. All chain link fences shall be black vinyl coated to minimize glare and to further enhance the image of the ODP.

Figure 11-1 – buffering example

Figure 11-2 Industrial Uses — Chain Link

Figure 11-3 Industrial Uses — Example of Decorative Fence Required in View from a Public Right of Way
12.0 SIGNAGE

12.1 POLICY

Effective signs function not as a separate entity, but as an integral part of the environment. Signage shall be incorporated into the overall landscaping of the site.

12.2 PROJECT SIGNAGE

The following figures are depictions of project signage for Iron Horse. One primary entrance sign shall be located along US 34 to create a gateway and emphasize entrances for people coming west from 1-25 and people driving east along US 34. One secondary entrance along High Plains Boulevard may be used to benefit more local traffic and address the minor roadway entrances to the development. Landmark and high-visibility intersections also help develop the character of the area. These intersections shall contain showy landscaping, decorative walls, and overall just exhibit an increased decorative character than other minor intersections. By creating a hierarchy of intersections, people will be able to use the decorative elements as a way finding device. Tenant signage will also be used internally to aid in locating the desired address and/or tenant of a particular lot. See Figures 12-1 thru 12-2.

All signage and signage programs must be approved by the DRC/JRC. See Iron Horse Filing One FDP for overall, secondary and individual lot and tenant signage.
13.0 LIGHTING

13.1 POLICY

The intent of this Section is to minimize lighting levels while not presenting a public safety or welfare issue. The developer should work with the DRC/JRC governing the amount of light required to meet safety guidelines, and minimize the overall glare associated with fugitive lighting.

It should be recognized that many areas that will be lighted cannot have any reduction of lighting levels for safety reasons such as, but not limited to, arterial roadways, some collector roadways, parking lots, loading bays and docks, entrances and other public and private facilities.

Up-lighting shall be approved by the DRC/JRC on a case by case basis.

Site lighting shall meet the functional needs of the proposed land use without adversely affecting adjacent properties or the community.

Halide light fixtures shall be used. The use of Sodium Vapor or other bright and glaring fixtures shall be prohibited.

All parking and area lighting fixtures must be – LITHONIA AS2 250M SR4W 277 SPA LPI DBL / SSS 25 4G DM19AS DBL. See Figure 13-2. Lighting fixtures may vary but must first be approved by the DRC/JRC. The DRC has full cut-sheet specifications on the approved Lithonia light fixture.

13.2 CRITERIA

Exterior building floodlights shall be shielded so that all of the light falls upon either the surface of the structure, the area to be directly illuminated or the ground.

Lighting systems shall be designed which do not produce direct, incident, or reflected light that interferes with the safe movement of motor vehicles on public streets, including:

Any light fixture not designed for street illumination that produces light that could interfere with the operation of a motor vehicle.

Any light that may be confused with or construed as a traffic control device shall not be permitted. Animated, flashing, or changing intensity lights shall not be permitted.

Full wall wash lighting is prohibited.

Exterior building mounted and site and fixtures shall be full cut-off style with flat lenses only.

Luminaries located within a distance of 2.5 times its mounting height from the property boundary shall have shielding such that no light from that luminary extends more than twenty five feet (25’) outside of the ODP property boundary. This requirement does not apply to public streets, parking lots/driveways for buildings on separate lots which share access and/or parking.

Design lighting to emphasize building entrances.

Integrate lighting that highlights approaches to buildings, building facades, architectural features and landscaping.

Design lighting with controls for consistent photocell or timed on-off functions.

13.3 LIGHT POLES/HEIGHT

Parking lot and streetlights shall have a dark, anodized aluminum finish or a material with similar quality and durability as approved by the DRC/JRC.

Light pole heights shall be provided as follows:
A. Within small parcels, 5 acres in size or less (gross site area), light fixtures shall have a maximum total height of 30 feet (including concrete bases) unless otherwise approved by the DRC/JRC.

B. Within large parcels it is often more cost effective and energy efficient to increase the light pole heights. Light fixtures for parking areas on sites larger than 5 acres in size (gross site area), parking in campus settings, or parking for industrial land uses, will be allowed a maximum total light fixture height of 40 feet (including concrete bases).

C. Pedestrian light fixtures shall not exceed 14 feet in height. Small ornamental embellishments may extend up to 16 feet.

D. Exceptions to light fixture heights may be permitted where it can be demonstrated that light poles will complement those on adjacent sites, or slight adjustments could significantly reduce the number of required fixtures.

13.4 LIGHTING LEVELS

The following table provides lighting criteria for outdoor facilities used at night. (See Table 13-1)

It is understood that in special instances a higher level of foot candles may be required for individual tenants. Areas such as outdoor retail show areas, loading/unloading areas, loading docks, high security and entry areas and areas may be approved by the DRC/JRC.

<table>
<thead>
<tr>
<th></th>
<th>Minimum horizontal illuminance</th>
<th>Maximum Uniformity Ratio (max. to min.)</th>
<th>Maximum average illuminance</th>
<th>Minimum vertical illuminance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial parking areas</td>
<td>0.5</td>
<td>10:1</td>
<td>2 foot-candles</td>
<td>0.2 foot-candles</td>
</tr>
<tr>
<td>Industrial, office parking areas</td>
<td>0.2</td>
<td>10:1</td>
<td>1 foot-candles</td>
<td>0.1 foot-candles</td>
</tr>
<tr>
<td>Parking areas – schools</td>
<td>0.1</td>
<td>20:1</td>
<td>0.5 foot-candles</td>
<td>NA</td>
</tr>
</tbody>
</table>

Notes: * Lighting criteria is adapted from the IESNA, 8th Edition, Lighting Handbook. ** Excludes recreational trails and paths that are not typically used at night.
APPENDIX A

1.) FIGURES 2-1 THROUGH 2-16

Figure 2-1 Industrial Uses

Figure 2-2 Industrial Uses

Figure 2-3 Industrial Uses

Figure 2-4 Industrial Uses

Figure 2-5 Industrial Uses

Figure 2-6 Industrial Uses
2.) FIGURES 2-17 THROUGH 2-32

Figure 2-17 Acceptable Metal Panel

Figure 2-18 Acceptable Metal Panel

Figure 2-19 Acceptable Metal Panel

Figure 2-20 Acceptable Metal Panel

Figure 2-21 Acceptable Metal Panel

Figure 2-22 Acceptable Metal Panel

Figure 2-23 Acceptable Metal Panel

Figure 2-24 Acceptable Metal Panel
Figure 2-25 Acceptable Metal Panel

Figure 2-27 Acceptable Metal Panel

Figure 2-29 Acceptable Metal Panel

Figure 2-31 Acceptable Metal Panel

Figure 2-26 Acceptable Metal Panel

Figure 2-28 Acceptable Metal Panel

Figure 2-30 Acceptable Metal Panel

Figure 2-32 Acceptable Metal Panel
5.0 LANDSCAPING/SITE FURNISHINGS
6.0 DRAINAGE
7.0 UTILITIES, MECHANICAL EQUIPMENT, AND COMMUNICATION DEVICES
   7.1 Temporary Overhead Power and Telephone Lines
   7.2 Communication Devices and Mechanical Equipment
   7.3 Transformers, Gas Meters
8.0 SERVICE AREAS
   8.1 Policy
   8.2 Criteria
9.0 OUTDOOR STORAGE
10.0 CART STORAGE, VENDING MACHINES, ETC.
11.0 SECURITY FENCES/WALLS
   11.1 Policy
   11.2 Criteria
12.0 SIGNAGE
   12.1 Policy
   12.2 Project Signage
13.0 LIGHTING
   13.1 Policy
   13.2 Criteria
   13.3 Light Poles/Height
   13.4 Lighting Levels
APPENDIX A
1.0 GENERAL PROVISIONS

1.1 TITLE

This document, The Iron Horse Design Guidelines, shall be referenced to herein as “Design Guidelines”. The Iron Horse Annexation and Development Agreement shall be referenced herein as “Annexation and Development Agreement”. The Iron Horse Outline Development Plan which encompasses the entire property included in the Outline Development Plan shall be referenced herein as “ODP”.

1.2 EFFECTIVE DATE

The Design Guidelines shall become effective upon the Final Approval as defined in the Iron Horse Annexation and Development Agreement (the “Annexation and Development Agreement”) between the Town of Johnstown, Colorado (“the Town”) and Iron Horse, LLC (“Developer”).

1.3 AUTHORITY

The Design Guidelines are approved by Resolution of the Town, pursuant to its powers as a statutory town of the State of Colorado. The provisions of the Town’s fire, building, plumbing and similar technical codes shall apply to development projects within the development, both in their current form or as amended.

1.4 RELATIONSHIP TO OTHER DOCUMENTS

The Design Guidelines establish the guiding principles for review and processing for all development within the ODP. There are other documents that were used as reference for the Design Guidelines or may be referred to for information not found within the Design Guidelines. The version currently in effect when the Design Guidelines were adopted shall apply.

B. Town of Johnstown Zoning Code (which includes the Town Sign Code).
D. Johnstown/Milliken Parks, Trails, Recreation and Open Space Plan – May 2003.
G. Johnstown Transportation Plan.
H. Johnstown Public Improvement Design Standards.

The provisions of the Iron Horse Design Guidelines shall supersede any conflicting provision of the Johnstown Municipal Code and may only be modified to protect the health, safety and welfare of the general public by the Town Board following at least thirty (30) days written notice to record owner(s) of any real property affected by the modification.

1.5 PURPOSE AND INTENT

The purpose and intent of these standards and guidelines will: (1) Provide a cohesive and integrated approach towards the overall site design, architecture, signage and landscaping for the entire project. It is the intent of the developer to provide continuity and harmony throughout Iron Horse rather than widely varying approaches to site design architecture, signage and landscaping. (2) Provide and offer standards and guidelines that architects, engineers, developers and tenants will use in designing each prospective tract of land within the development. (3) Provide the Town of Johnstown with quality and design assurances of what and how the future development will ultimately look like.
1.6 THE VISION

With its strategic location, Iron Horse will provide uses that will complement the influx of regional growth in the area. Iron Horse will complement the growth of adjacent property by providing places of employment, the offering of goods and services and offering other supporting uses that will complement growth in general.

1.7 SITE DESCRIPTION

Iron Horse is an approximately 164 acre master planned commercial/retail/industrial park located at the Southeast corner of U.S. Highway 34 and Larimer County Road 3. The property is bounded by U.S. Hwy. 34, Larimer County Road 3 and the Burlington Northern Railroad. The Union Pacific Railroad also bisects the property. With close proximity to U.S. Hwy. 34, Interstate 25 and the presence of two railroads, Iron Horse is well suited for commercial, office and industrial uses.

1.8 PROPOSED LAND USE

The ODP illustrates the different areas and uses for proposed development (see Exhibit 1-1). The areas include more than one use and all such uses shall follow the Design Guidelines. In the broad sense, uses will be commercial, retail, light and heavy industrial, business and office uses. Section 1.9 comprises a list of permitted allowable uses as well as non-permitted uses within the ODP. Some uses are use by right, others are conditional and some are special review. See Exhibit 1-2 for the Concept and Illustrative Master Plan for design elements that relate to the Guidelines.

1.9 ALLOWABLE USES

The Development shall have the entire area zoned as Planned Unit Development Mixed Use (“PUD-MU”).

(1) Commercial Areas: Principle uses permitted by right:

a. Retail stores:
   1. Food store, supermarket;
   2. Food store, convenience;
   3. Department/Retail stores;
   4. Home improvement stores;
   5. Delicatessen;
   6. Bakery goods store;
   7. Liquor store;
   8. Hardware store;
   9. Drugstore;
  10. Pawn Shop;
  11. Retail Establishments.

b. Customer service establishments:
   1. Barber and beauty shops;
   2. Restaurant and bar;
   3. Shoe repair shop;
   4. Laundromat and coin-operated dry cleaning establishment;
   5. Fine art studio.

c. Business and professional offices;

d. Banks and savings and loans;

e. Medical and dental clinics;
f. Public administrative offices and service buildings;
g. Public utility offices and installations;
h. Public library;
i. Commercial lodging;
j. Theater;
k. Minor repair, rental and servicing establishments, excluding vehicle repair;
l. Minor motor vehicle repair and maintenance, such as oil change and tune up establishments;
m. General administrative offices;
n. Public Transportation Services and/or terminal;
o. Hospitals:
   1. Short/Long-term care facilities;
   2. Hospitals/Urgent Care;
   3. Assisted Living/Nursing Home;
p. Animal Services:
   1. Small animal boarding (kennels) and training;
   2. Veterinary office and small animal clinic (indoor and outdoor use);
q. Business or professional offices (including medical/dental/clinics);
r. Funeral home and mortuaries;
s. Financial institutions (Credit unions, banks, mortgages offices);
t. Business Service (Print/Sign Shops, Courier);
u. Recreation or Amusement Facilities:
   1. Health/fitness Clubs;
   2. Entertainment Facility (billiard, game room);
   3. Commercial Outdoor recreation facility (playing field, swimming pool, skating rink);
v. Eating and Drinking Establishments:
   1. Restaurant (indoor and outdoor seating);
   2. Bar, Tavern;
   3. Fast Food with or without drive thru;
   4. Private club or lodge;
w. School/Institutions
   1. Places of worship or assembly;
   2. Private business, trade or vocation schools;
   3. Post-secondary colleges and universities;
   4. Schools of special instruction;
   5. Cultural assembly hall or exhibit facilities;
x. Agricultural uses (temporary per annexation agreement):
   1. Crop production;
   2. Grazing and ranching;
y. Feed Store and associated retail sales;
z. Retail Nursery;

aa. Visitor Accommodations:
   1. Hotel/motel;
   2. Hotel with conference center;
   3. Visitor Center.

(2) Industrial: Principle uses permitted by right:

a. Wholesale operations which include retail sales;

b. Business and professional offices;

c. Building materials and service;

d. Landscape equipment, hardscape materials and sales; provided that large piles of materials are adequately screened from High Plains Blvd. and U.S. 34 rights-of-ways;

e. Lumber yard, distribution and sales;

f. Passenger transportation terminals, not including trucking terminals;

g. Manufacturing, assembly, processing and fabrication plants;

h. Transportation terminals, including trucking;

i. General warehousing, showroom and distribution (including mini-storage);

j. Testing and research laboratories;

k. Printing and publishing houses and related activities;

l. Automobile and other vehicle body repair shops;

m. Special trades contractor specializing in one (1) or more trades of which the following are examples: plumbing and heating, painting and decorating, electrical work, glazing, insulation, carpentry and masonry;

n. Rental and sales of non-heavy equipment. (Non-Heavy Equipment includes equipment less than 50,000 pounds in weight, often used by local contractors, landscape crews and homeowners);

o. Railroad based on-loading and off-loading areas and associated storage components.

(3) Non-Permitted uses:

a. Meat Packing Plants;

b. Rental and sales of heavy equipment. (Heavy Equipment includes equipment greater than 50,000 pounds such as D9 scrapers, road graders, large track hoes and similar non-street legal equipment used in the construction of large earth moving projects);

c. Rental and sales of automobile trailers, house trailers, and boats, as a principal use.

d. Asphalt and concrete batch plants;

e. Petroleum storage in commercial area except accessory to an approved use.
(4) Permitted accessory uses:

a. Office, storage, power supply and other such uses normally auxiliary to the principle industrial use;

b. Parking and service areas;

c. Accessory signs;

d. Residential quarters for guards or caretakers;

e. Any other structure or use clearly incidental to and commonly associated with the operation of a principle use permitted by right;

f. Garages for storage of vehicles used in conjunction with the operation of a business;

g. Off-street parking and loading areas;

h. Signs;

i. Delivery or transport vehicles and trailers used to delivery equipment, supplies and products to a rental or sales destination.

(5) Conditional uses.

The following uses shall be permitted in the property upon approval of a conditional use grant as provided in Article VII:

a. Residential;

b. Commercial parking facilities;

c. Storage of gasoline or any other flammable liquid as defined as those having a flash point below seventy-three degrees Fahrenheit (73°F) and having a boiling point below one hundred degrees Fahrenheit (100°F) where such storage is in excess of fifty thousand (50,000) gallons

d. Motor vehicle repair and maintenance;

e. Drop forges or foundries;

f. Non-accessory signs;

g. Motor vehicle sales; RV sales.

(6) Limitation on external effects of uses.

a. No use or activity shall be permitted to produce hazardous conditions or noxious influences, such as noise, vibration, heat, glare, radiation, fumes, smoke or other pollutant to a degree detrimental to existing or prospective adjacent uses or to existing or prospective adjacent residential and commercial districts.

b. All fuel, raw materials and products stored outdoors shall be enclosed by a solid fence or wall adequate to conceal such fuel, raw materials and products from adjacent residential and commercial districts excluding adjacent industrial uses, railroads, the Farmer’s Ditch south of the UPRR, Outlot C and Outlot D as shown on Exhibit 1-2.

1.10 DESIGN REVIEW COMMITTEE

The property comprising Iron Horse was annexed to the Town in 2006 subject to the terms and conditions of the Iron Horse Annexation Agreement dated May 15, 2006. As part of that Annexation Agreement
Johnstown and the Property Owners agreed to develop and agree to performance standards for the purpose of addressing design considerations including architectural, site planning, and landscaping, streetscape and sign elements for land uses within Iron Horse. Iron Horse Design Guidelines are the performance standards as contemplated in the Iron Horse Annexation Agreement.

The following outlines the successive processes for submittals and approvals for development projects. Projects must first be submitted to the Iron Horse Design Review Committee (DRC) before submitting to the Johnstown Review Committee (JRC). After approval is gained by both the DRC and the JRC, the project may be submitted for building permit application.

1.10.1 Iron Horse Design Review Committee ("DRC")

The purpose of the DRC is to ensure proposed developments meet the standards as established in the Design Guidelines in order to maintain a consistency of planning and design for the entire project. The Design Guidelines legally apply to all land that is part of the ODP, regardless of ownership, and are in addition to the zoning and land use regulations of local government. The Design Guidelines and supporting documents are administered and enforced by the DRC. The DRC is a private, developer related entity which shall consist of one of the following:

A. The following three to five members: one Engineer with a minimum of ten years’ experience in land planning or development, one Landscape Architect/Planner with a minimum of ten years’ experience in land planning or development, one Architect with a minimum of ten years’ experience and two ODP development property owners;

B. An Architecture or Planning firm with adequate experience in areas of industrial, retail and commercial planning and design.

1.10.2 DRC Approval Process

A. Any proposal to construct, modify or demolish improvements within the ODP must have plan approval from the DRC/JRC prior to commencement, and following approval must also receive administrative approval, in accordance with these design guidelines, from the Town of Johnstown Town Planner. The DRC’s review and approval process also applies to signage, changes in property use, and maintenance activities that take place on, or with respect to, property that is part of the ODP. After the DRC approves a plan submittal, an applicant may proceed with a project, but only in strict compliance with the terms and conditions of approval. The DRC may perform periodic site inspections, both during development and on an ongoing basis thereafter to ensure compliance.

B. The DRC meets as needed, and projects are placed on a formal meeting agenda only after applications have been submitted at least two weeks prior to a meeting. Formal presentations to the DRC are mandatory for most development projects; however, most details are reviewed through informal meetings with the DRC representatives. This process is designed to expedite the preparation and approval of the plans for any specific site where development is contemplated. There are three phases in the development approval process. These include:

1. Pre-design Conference
2. Design Development (includes plans and elevations)
3. Final submittal

C. Approval is contingent upon the submittal of materials and payment of any designated fees or expenses, and favorable review. A “Notice of Committee Action”
letter from the DRC will be sent to each applicant within a maximum of thirty days after the date of the submittal. This notice will state whether approval or disapproval has been granted and outline any conditions associated with the ruling.

D. Review fees may be required for all DRC submittals and shall be paid for the phase scheduled for review on or before said review. If the DRC requires that the applicant attend additional meetings with a DRC member or consultants due to incomplete, inadequate or improper submittals, then the applicant shall be responsible for paying the full costs of such services. No written confirmation of a DRC action will be issued until all appropriate fees have been paid.

1.10.3 Johnstown Review Committee (JRC)

The Town’s Design Review Committee will be composed of the following persons: Town Administrator, Town Planner, Town Attorney and the Town Engineer. The Design Review Committee may seek the assistance of any other Town employee or consultant whose expertise is necessary to review the application. All Town subdivision and re-subdivision requirements, building codes, permits and fees, as adopted by the Town, do apply. It is also understood that the JRC duties may be delegated to an architecture or planning firm with adequate experience in areas of industrial, retail and commercial planning and design.

1.10.4 JRC Approval Process

All individual development projects in the ODP shall be reviewed and approved by the Town pursuant to this approval process. This approval process shall supersede and replace all other Final Development Plan approval processes for land use developments set forth in the Town of Johnstown’s Zoning Code, Comprehensive Plan and any other applicable Municipal Ordinance provisions except subdivision civil/public improvement processes.

A. Pre-Application
The applicant shall schedule a pre-application conference with the Town Planner prior to submittal of any project proposal. The intent of this initial meeting shall be as follows:

1. To informally discuss the overall context and development objectives for the proposed project.

2. To review how the project has interpreted the guidelines and criteria for development of the project as set forth in the Design Guidelines.

3. To review a sketch plan and architectural design concepts prepared by the applicant illustrating overall site development and major site development components. The sketch plan is intended to be a very preliminary sketch of the development concept and not a formal site plan.

B. Final Development Plan Submittal and Process
All development projects shall be submitted in compliance with the current Town Community Development Application Form. Accompanying the application shall be all required fees as well as a certification from the DRC stating that the development as proposed in the application meets all the applicable standards and guidelines of the Design Guidelines. The application shall be reviewed for completeness within seven (7) working days of filing. If the Town determines that the application is complete, the application shall then be reviewed by the JRC. If the Town determines that the
application is incomplete, the Town shall specify in writing the specific ways in which the application is insufficient or incomplete.

The JRC shall review the application for conformance with all of the applicable terms and conditions of the Design Guidelines. Said review shall be completed within 45 calendar days of Town determination of completeness of the application. Said 45 day period may be extended in writing by the applicant. Review of the application by the JRC is administrative in nature for the purpose of determining that the proposed development as set forth in the application complies with the terms and conditions of the Design Guidelines.

The JRC has the right to grant variances to the Design Guidelines based upon the applicant’s ability to demonstrate innovative approaches to design solutions, or future market conditions which the DRC feels is advantageous to, and in conformity with the intent of the Guidelines. In no event shall the JRC grant a variance to the permitted uses in a development parcel.

C. JRC Approval
The JRC shall approve the application if it complies with the applicable terms and conditions of the Design Guidelines. The JRC may approve the application with conditions. Said conditions shall be specifically related to compliance with standards and guidelines in the Design Guidelines. In the event the JRC determines that the proposed development in the application does not comply with the Design Guidelines, the JRC shall specify in writing the specific reasons in which the application does not meet the applicable criteria.

D. JRC Appeals
The decision of the JRC may be appealed by the applicant to the Johnstown Town Board. The appeal shall be in writing, shall be made within thirty (30) days of the date of the transmittal of the JRC’s decision. The Johnstown Town Board shall hear the appeal within thirty (30) days of the filing of the appeal by the applicant. The decision of the Johnstown Town Board on the appeal shall be final.

1.10.5 Additional Criteria & Updates
In addition to the criteria herein, the DRC and JRC may promulgate additional criteria that are not inconsistent with the criteria set forth herein. From time to time, any of these additional criteria may be amended by action of the DRC and JRC. Changes in land use or changes greater than the 20 percent dimensional criteria, that shall become a permanent part of the design guideline document, shall constitute a major change and shall be brought back to the Planning Commission and Town Board for review and approval.

1.10.6 Variances
The DRC may authorize variance from these criteria when circumstances such as topography, natural obstructions, hardship, or aesthetic or environmental objectives or considerations may warrant, insofar as they are not superseded by applicable Town of Johnstown zoning regulations. Such variances must be approved by the DRC and JRC. A variation of up to 20 percent in dimensional standard is allowed if it improves the project design or an unreasonable hardship can be demonstrated.

1.10.7 Final Plan Amendments
Amendments to final plans must be approved by the DRC and JRC.

1.10.8 Overall Design Elements
One primary entrance sign is located along US 34 to create a gateway and emphasize entrances for people coming west from 1-25 and people driving east along US 34. One
secondary entrance along High Plains Boulevard will benefit more local traffic and address the minor roadway entrances to the development. Landmark and high-visibility intersections also help develop the character of the area. These intersections shall contain showy landscaping, decorative walls, and overall just exhibit an increased decorative character than other minor intersections. By creating a hierarchy of intersections, people will be able to use the decorative elements as a way finding device.
EXHIBIT 1-2
2.0 DESIGN STANDARDS

2.1 DESIGN PRINCIPLES AND GOALS

The goal of the architectural standards is to provide design standards that promote high quality design through the Iron Horse Development. It is the desire to provide flexibility for architectural design and optimize site and building functions, while achieving and maintaining a sense of design integrity through the development. The design of each parcel will be assessed for its suitability and intent toward the long-term vision and commitment to the community.

Design principles, materials and landscaping will be selected to achieve the following goals:

A. Create a timeless design that has enduring forms and qualities.
B. Provide a high level of craftsmanship in the construction of new developments.
C. Encourage new ideas and creative design.
D. Design with the long view. Look ahead during design. Avoid getting caught up in the urgency of the here and now. Maintain a long-term commitment to the future of the community.
E. Design and build with durability in mind. Establish a maintenance framework that ensures a continuing high level of quality in the future.

2.2 ARCHITECTURAL CHARACTER

The architectural character is intended to reflect a sense of high quality and timeless design. The language will be one that fits with the land and surrounding community. The materials will reflect the quality and the forms will reflect the timeless design. These standards are intended to promote the design of an urban environment that is built to human scale to encourage attractive street fronts and other connecting walkways, while also accommodating vehicular movement.

Refer to Appendix A for examples of:

1.) Acceptable types of Industrial Building Facades
2.) Acceptable Industrial Building Facades Using Architectural and Prefabricated Metal Panels
3.) Unacceptable Industrial Building Facades Using Architectural and Prefabricated Metal Panels

2.2.1 Building Materials

Exterior materials shall be chosen for their suitability, durability, and visual continuity.

Building materials shall be selected to provide a variety of textures per building facade, create visual balance to avoid an excessive variety of materials that would result in a cluttered appearance.

Building materials shall provide greater visual and textural interest at building entrances and architectural embellishments and areas that are highly visible to the public.

Building materials shall concentrate on absorption rather than reflection of light.

2.2.2 Preferred Materials

A. Brick.
B. Textural concrete block, painted or integral color.
C. Precast panels with painted and/or cast-in textures only.
D. Site-cast concrete panels, with painted and/or cast-in textures only.
E. Wood and wood composite materials, only comprising of a maximum of 60% of the entire façade of a structure.
F. Natural stone and synthetic stone products.

G. Architectural and prefabricated metal panels (for acceptable buildings as described below and graphically portrayed in Appendix A.2)
   a) Acceptable buildings: High-finish buildings with parapet or high slope roofs, and emphasis on the entry feature and articulated building walls with windows and/or other high quality architectural design elements as approved by the DRC and Johnstown (JRC).
   b) Unacceptable buildings: Basic, industrial character buildings featuring corrugated paneling, low slope roofs and plain walls with little or no wall articulation or windows.

H. Stucco.
I. Non-reflective glazing, comprising of a maximum of 60% of the entire façade of a structure.

J. Smooth face concrete block, used in combination with other textural materials as accent material, only comprising of a maximum of 50% of the entire façade of a structure. Color of façade shall compliment building design.

K. Other similar high-quality materials and/or synthetic materials as approved by the DRC/JRC.

2.2.3 Prohibited Materials and Treatments

Prohibited Materials – Unless approved by the DRC/JRC.

A. Unadorned metal wall panels (when directly visible from the public right-of-way.)
B. Full ceramic tile walls.
C. Mirrored wall treatments.
D. Single color walls without mass breaks.
E. The use of reflective glazing, with over 60% reflectivity, is prohibited.

F. Exposed neon or color tubing (except in entertainment uses and cohesively planned related facilities).
G. Corrugated metal panels consisting of more than 25% of the façade.

2.2.4 Building Colors

Color palette should consider earth tones, indigenous to the region resulting in a cohesive, unified theme throughout the development.

Monochromatic color schemes are discouraged.

Non-reflective accent colors to be compatible with base colors and used sparingly. Color shades shall be used to facilitate blending and unifying the development.

The color shades of building materials shall complement or draw in part from the range of color shades that already exist on the block or in the adjacent development.

2.2.5 General Color Families

A. Grays, warm & cool
B. Greens/blues
C. Reds/browns
D. Other similar color families

2.2.6 Accent Colors

A. Compatible to predominant building colors
B. Accent colors can be incorporated into shutters, window mullions, building trim, signs, light fixtures, awnings, etc.
C. Bright/vivid colors shall be used sparingly (10% or less of a façade).
2.2.7 Variation in Massing – Retail/Commercial/Office

Massing of retail establishments should be compatible and complement each other. Large un-interrupted horizontal and vertical masses seen from U.S. Hwy. 34, Iron Horse Drive and Ronald Reagan Drive should be broken up with projections or recessions to minimize the overall mass of structures.

Horizontal masses of structures shall not exceed 100 feet in length without two (2) of the following for walls 28’ or less and three (3) of the following for walls greater than 28’:

A. Changes in color where one color is at least 60% of the mass.
B. Changes in texture or material where one texture or material is at least 60% or more of the wall.
C. One change in horizontal plane of at least a minimum of 1 foot.
D. A colonnade, pergola, trellis, or similar feature equivalent to 30% of the vertical plane (height), offset at least 2 feet from the main building mass is provided.

Horizontal masses that exceed 100 feet in length shall provide three (3) of the following:

A. 25% of the horizontal plane offset at least 2’-0” from the main building mass.
B. 25% of the parapet offset from the main building by at least 2’-0”.
C. A colonnade, pergola, trellis, or similar feature equivalent to 20% of the vertical plane (height), offset at least 2’-0” from the main building mass is provided.
D. Windows constitute 25% of the horizontal length of the elevation.

2.2.8 Variation in Massing - Industrial

Single, large, dominant building masses are unavoidable, given the functions of industrial uses, but are to be differentiated at primary building features like entrances, corners, or building midpoints on elevations facing public Rights-of-Ways.

Horizontal masses that front onto High Plains Boulevard shall not exceed 100’-0” in length without two (2) of the following:

A. Changes in color where one color is at least 80% of the mass.
B. Changes in texture or material where one texture or material is at least 80% or more of the wall.
C. One change in horizontal plan of at least a minimum of 16”.

In addition, Horizontal masses that exceed 300’-0” in length shall provide three (3) of the following for all lots that front onto High Plains Boulevard:

A. 25% of the horizontal plane offset at least 2’-0” from the main building mass.
B. 25% of the parapet offset from the main building by at least 2’-0”.
C. A colonnade, pergola, trellis, or similar feature equivalent to 20% of the vertical plane (height), offset at least 2’-0” from the main building mass is provided.
D. Windows constitute 25% of the horizontal length of the elevation.

2.2.9 Facades – Retail/Commercial/Office

New structures should complement each other by the consistent application of similar materials within neighboring and adjoining development parcels. Continuity and harmony should be achieved with facades rather than each structure having a radical, distinctive look and feel. Similar applications shall include: colors, building materials, texture, roof forms, pergolas, awnings, window seals and ledges, light fixtures, signage etc. These items can be added to add visual interest to the facades of structures.

Side or rear facades of the building shall include materials and design characteristics consistent with the main design theme on
the front. The use of simplified detailing and substitute materials on the side and rear facade to continue the design theme of the main façade is allowed. Use of less decorative or lesser quality materials for side or rear facade may be approved by the DRC/JRC.

Loading docks, service areas and trash containers shall not face High Plains Boulevard or U.S. Hwy. 34, nor in any case be closer than 50'-0" from the public right-of-way. Loading docks may be permitted that face the public right-of-way if berming and landscaping and or walls are provided to adequately screen the visual presence of the loading docks and trucks.

Screen walls attached to the building shall be of the same materials as the building and where possible be incorporated into the design of the building.

### 2.2.10 Facades - Industrial

In order to add architectural interest and variety and avoid the effect of a single, long, uninterrupted wall, the following supplemental standards shall apply to industrial uses:

Building facades may include real or false windows or similar modulations of the wall to establish the human scale of the building, and to maintain design consistency with the main façade (including those that face walkways or public streets).

Side or rear facades of the building shall include materials and design characteristics consistent with the main design theme on the front. The use of simplified detailing and substitute materials on the side and rear facade to continue the design theme of the main façade is allowed. Use of less decorative materials for side or rear facade may be approved by the DRC/JRC.

Loading docks shall not face public streets, nor in any case be closer than 50'-0" from the public right-of-way. Loading docks may be permitted that face the public right-of-way if berming and landscaping and or walls are provided to adequately screen the visual presence of the loading docks.

Screen walls attached to the building shall be of the same materials as the building.

#### 2.2.11 Roof and Top Treatment

**Retail/Industrial/Commercial/Office**

Continuous flat parapets are allowed, subject to the requirements of Variations in Massing above in Section 2.2.7.

Rooftop mechanical units, dishes, and other miscellaneous equipment shall be screened or be an integral part of the building design.

Screening material shall be the same or compatible material texture and color as the building architecture.

Mechanical and equipment screens within 15'-0" of the building perimeter are to be integrated with the building parapet. Mechanical and equipment screens more than 15'-0" from the building perimeter may be of alternate materials, and are not required to be integrated with the building parapet.

Roof materials, when directly visible, shall be approved by the DRC/JRC.

#### 2.2.12 Building Entrances

**Retail/Industrial/Commercial/Office**

Primary building entrances shall be clearly defined and provide limited shelter from the weather. Building materials shall be selected to provide greater visual and textural interest at primary building entrances and shall be easily identifiable to both vehicles and the pedestrian.
Building addresses shall be clearly visible from the public right-of-way, as well as the entrance of each door.

Architectural articulation shall be evident at primary entrances. Textural and massing changes are required for visual interest as well as promoting the “human scale.”

Landscape features shall be provided at building entrances, such as a formal arrangement of trees, shrubs, or groundcover; and hardscaping complimentary to the building and landscape design.

Each principal building on a site shall have clearly defined, easily located primary entrances featuring at least three (3) of the following:

A. Canopy, arcade or portico
B. Overhang or recess
C. Peaked or different roof form from the overall structure
D. Architectural detail such as tile work, columns, stone, moldings.
E. Pedestrian entrances are recommended to be provided with a recess or projection at least 5'-0” from the adjacent building façade.
F. Primary building entrances shall have at least two colors.
G. Primary building entrances shall have at least two materials, including windows.
H. Primary building entrances shall have windows immediately adjacent to the “front” door.
I. Solid, opaque doors at the primary entrance are prohibited.

Sloped roofs, integral planters, wing walls, exposed trusses, and exposed columns are allowed at all entrances but not required.

The Variation of Massing (See Section 2.2.7) requirements are encouraged at building entrances, rather than between building entrances.

3.0 SITE PLANNING CRITERIA

3.1 BOUNDARIES/RIGHTS-OF-WAY/EASEMENTS

A. Building permit site plans shall acknowledge existing boundaries, rights-of-way and easements. Buildings and/or structures shall in no case extend into public rights-of-way or easements, or beyond its related property boundary.

B. Elements which are allowed within an easement may include: trees, shrubbery, landscaping, retaining walls or other landscape features, berms, fences or screening walls, driveways, sidewalks, permitted signs, eaves that do not project more than 2½ feet into the easement, site furnishings, utility lines, wires and associated structures, such as power and light poles, provided that there are no conflicts with utilities located within easements. Development application plans shall demonstrate that there are no conflicts between utilities and proposed landscape elements, signs, fences and retaining and/or screening walls.

C. Where trees are placed in an easement, the tree shall be offset a minimum of five (5) feet from water and sanitary sewer main lines, five (5) feet from primary electrical lines (or in compliance with the utility provider’s guidelines), and four (4) feet from gas lines. Landscaping shall not be permitted where it may significantly impact the maintenance, repair or replacement of public utilities. Offsets may be reduced to 2’ in special circumstances and must be approved by the Town DRC/JRC. Offsets are not required from private utility service lines.

D. Elements allowed within a public right-of-way include: all of the elements allowed within an easement, except the following items: fences or screening walls and retaining walls (unless approved in street construction plans), eaves of buildings,
signs, required buffer yards, and site furnishings unless otherwise approved by the DRC/JRC.

3.2 SETBACKS

The building and parking setbacks have been designed to respect the existing rural character while keeping in mind the future urban character of this area and to make setbacks consistent.

Building Setbacks:
- U.S. Hwy. 34: 80'
- High Plains Boulevard: 30'
- Public Internal Streets: 20'
- Rear Yards: 10'
- Side Yards: 10'

Parking Setbacks:
- U.S. Hwy. 34: 30'
- High Plains Boulevard: 30'
- Public Internal Streets: 15'
- Rear Yards: 5'
- Side Yards: 5'

“Setbacks” refer to the required unoccupied open space between the furthestmost projections of a structure or the back of curb and the property line of the lot on which the structure is located, including features as listed below in Section A. Required setbacks shall be unobstructed from the ground to the sky except as specified in this section.

A. Features Allowed Within Setbacks. The following structures and features may be located within required setbacks, subject to the adopted building code of the Town of Johnstown:

1. Trees, shrubs or other landscape features.

2. Fences or retaining walls. All retaining walls will have a maximum height of 6 feet. If retention of an earthen slope exceeds 6 feet, retaining walls must be terraced. Any retaining or sound wall over 6 feet must be approved by the DRC/JRC. Fences may be a maximum height of 8 feet.

3. Driveways and sidewalks.

4. Monument, entry or directional signage.

5. Bay windows, architectural design embellishments that do not extend more than 3 feet into the setback limits.

6. Eaves that do not project more than 3 feet into the required setback.

7. Chimneys, flues and ventilating ducts that do not project more than 2½ feet into a required setback and when placed so as not to obstruct light and ventilation.

8. Utility lines, wires and associated structures, such as power and lights poles.

9. Balconies and outside stairs of any height are permitted to extend outward from a structure 6 feet into a front or rear setback, and 3 feet into a side setback.

10. Dumpsters, trash containers and enclosures.

11. Patio covers, awnings and shade structures.

12. Uncovered porches, decks, flatwork, and concrete slabs, provided that such items are not more than 30 inches in height are permitted anywhere in the setback.

13. Covered porches, decks, terraces and patios, if such items are between 30 inches and 8 feet are...
permitted to extend from structure 6 feet into a front or rear setback and 3 feet into a side setback.

### Table 3-1
Minimum Open Space, Building Height, Floor Area Ratios, Lot Coverings

<table>
<thead>
<tr>
<th>Land use</th>
<th>Minimum % Open Space Required</th>
<th>Maximum Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light &amp; Heavy commercial</td>
<td>15%</td>
<td>45 feet</td>
</tr>
<tr>
<td>Civic/Public Institutional</td>
<td>15%</td>
<td>85 feet</td>
</tr>
<tr>
<td>Office</td>
<td>15%</td>
<td>85 feet</td>
</tr>
<tr>
<td>Light and Heavy Industrial</td>
<td>15%</td>
<td>50 feet</td>
</tr>
<tr>
<td>Warehouse, Storage</td>
<td>15%</td>
<td>40 feet</td>
</tr>
<tr>
<td>Hotel, Motel</td>
<td>15%</td>
<td>120 feet</td>
</tr>
<tr>
<td>Other</td>
<td>15%</td>
<td>45 feet</td>
</tr>
</tbody>
</table>

Notes:
* Parking Structures are not included with the maximum lot coverage by structures
** where parking structures are proposed, as accessory to no-residential uses, the combined floor area shall not exceed 3.0.
All structures shall be approved by the DRC/JRC.

### 3.3 BUILDING HEIGHT

Maximum building heights are listed in Table 3-1.

### 3.4 OPEN SPACE REQUIREMENTS

A. Open Space shall be defined as each individual tract or building site within the ODP not covered by building or parking. Open Space shall be designated to: protect view corridors, provide ample buffering and setbacks, provide for separation between uses, reduce heat and glare, create connections between uses and to create an aesthetically pleasing development.

B. The minimum open space requirement for each site is indicated in Table 3-1. A minimum of 70% of the area defined as open space shall be vegetated and landscaped areas. The remaining 30% shall be inorganic materials such as rock or wood mulch.

C. With approval from the DRC/JRC, the open space requirement for an individual lot may be reduced by 5% (for example, reduce requirements from 15% to 10%) where a lot abuts public or private open space tract, given that a minimum of one-third of the lot’s total perimeter length is immediately adjacent to the open space. The open space area, which the lot abuts, must also have an average width of 30’ (minimum of 20’) along the lots edge in order for the reduction to be applied.

### 3.5 ALLOWABLE OPEN SPACE ELEMENTS

Open space elements that may be included for the purpose of calculating open space in non-residential areas include:

A. Pedestrian plazas and entry courts, patios, outdoor gathering spaces (unenclosed amphitheaters).
B. Pedestrian/transit facilities where they represent a bus stop area (smaller than 500 square feet).

C. Sidewalks, seating areas, fountains, pools, and information/exhibit kiosks.

D. Passive and active recreation areas.

E. Natural Areas.

F. Detention areas, drainages, river and/or river channel, wetland water quality areas, ponds and irrigation ditches.

G. Turf and landscaped areas and buffers.

H. Other similar uses as approved by the DRC/JRC.

3.6 LAND USE COMPATIBILITY

The purpose of this section is to ensure that the physical and operational characteristics of proposed buildings and uses are compatible when considered within the context of the surrounding area.

3.6.1 Compatibility of Building Materials

Building materials shall either be complementary or draw in part from the materials already being used in the commercial center. If dissimilar materials are being proposed, other characteristics such as scale and proportions, form, architectural detailing, color and texture shall be utilized to ensure that enough similarity exists for the building to be compatible, despite the differences in materials. Refer to Section 2.2.1 for preferred building materials, colors, and textures.

3.6.2 Industrial Performance Standards

The proposed land uses and activities shall be conducted so that any excessive glare, heat, vibration, emissions (smoke, odor, and particle) and hazardous materials created by the use of the property will be imperceptible without instruments at any point along the property line.

3.6.3 Air Quality

Developments within this ODP shall conform to all applicable local, state and federal air quality regulations and standards, including, but not limited to those regulating odor, dust, fumes or gases which are noxious, toxic or corrosive, and suspended solid or liquid particles.

4.0 NONRESIDENTIAL BUILDING SITING AND ORIENTATION

4.1 GOAL

Buildings should be sited to maximize the character of existing land forms and site features. The relationships between buildings should be carefully considered; pedestrian connections are accessible, convenient and safe; site drainage is facilitated, and views from adjacent roadways are not dominated by parking.

4.2 CRITERIA

Locate buildings in order to facilitate drainage away from foundations. Buildings should also be located to minimize grading and follow the existing topographic features and landforms. It should be noted that the change in topography for the Property is significant and landform modifications will be necessary.
To avoid possible conflicts and take advantage of mutual benefits such as shared parking, access points, drive and easements, relate the locations of site uses and buildings with existing uses and buildings on adjacent parcels.

Locate building entryways so they are easily identifiable from individual parcel entries.

When warranted, secondary-building entrances shall be easily accessible and convenient to parking and delivery areas that serve buildings, yet are not dominant.

Buildings should be oriented to face roadways or address roadways through orientation that opens to the roadway by visitor entry drives.

In siting, orienting, and developing new buildings and facilities, protect and enhance existing views and provide view corridors.

In orienting buildings for views, give consideration to each building’s relationship to other nearby buildings and development parcels.

5.0 LANDSCAPING/SITE FURNISHINGS

All uses within the ODP will follow the Town of Johnstown Landscape Standards and Specifications that were adopted July 19, 2004. Development applications shall include detailed landscape plans per these Guidelines. The Developer may elect, at their sole discretion, to adopt any new or amended standards that the Town may adopt in the future.

Landscaping is intended to unify the building and its site along with adjacent development areas. In order to establish a consistent streetscape and open space image, emphasis is on landscaping the ODP as a single entity, not on a small-scale with individual landscaped areas.

Landscaping, site furnishings (when used) and irrigation must be completed in the next available planting season, or as soon as weather conditions permit. Public rights-of-ways, common open space and private lots to be landscaped shall be completed prior to occupancy unless otherwise approved by the DRC/JRC and as shown on Final Landscape Drawings and Phasing Plans. The Town will require escrow to cover the cost and the installation of landscaping and irrigation at the time of a temporary and or final certificate of occupancy until the landscaping is installed.

See Figures 5-1 thru 5-3 for examples of site furnishings. The examples shown are for reference only and to establish a common baseline for what is to ultimately be used in the ODP. The DRC/JRC shall make the final determination on the site furnishings.
6.0 DRAINAGE

Regional detention is highly encouraged. Site drainage must be compatible with adjacent property drainage and in accordance with the Utility/Grading/Drainage Plan approved prior to, or at the time of the first Preliminary Plat. Excess run-off from the site shall be minimized with sites graded to provide positive drainage away from buildings and to drainage easements/systems and/or to street drainage systems. Storm drain detention requirements shall be accommodated within individual development sites and/or possibly within regional detention areas. See final landscape plans for ownership and maintenance of all common open space areas.

7.0 UTILITIES, MECHANICAL EQUIPMENT, AND COMMUNICATION DEVICES

Visual and sound impacts of utilities, mechanical equipment, data transmission dishes, towers, microwaves, and other services and equipment shall be minimized within the Development. Radio transmitter towers and other similar equipment must be approved by the Town.

7.1 TEMPORARY OVERHEAD POWER AND TELEPHONE LINES

Onsite overhead utility lines are permitted during construction, but shall be removed prior to certificate of occupancy (including temporary occupancy) unless otherwise approved by the DRC/JRC.

7.2 COMMUNICATION DEVICES AND MECHANICAL EQUIPMENT

Wherever possible, mount data transmission and receiving telecommunication devices at ground level, to the rear of structures, and screen them from view from adjacent roadways, pedestrian paths, and building sites.

In screening such devices and equipment, use subdued colors that blend with the surroundings and/or nearby buildings.

Coordinate locations, screening, and landscape decisions with involved utility and service providers in order to allow adequate conditions for servicing these devices and equipment.

If transmission and receiving devices or mechanical equipment are roof-mounted, locate them below an involved building’s highest architectural element, so they are not generally visible from the site, adjacent buildings, and public view.

Communication Devices visible from adjacent sites and buildings shall be painted in a color compatible to the primary structure. If equipment cannot be painted it shall be screened using architectural screen walls or landscaping.
7.3 TRANSFORMERS, GAS METERS

Electrical transformers and other utility boxes and equipment should be screened from public view with the use of landscaping, berming or screened enclosures. Screening shall be subject to approval from the pertinent Utility Provider.

Coordinate locations, screening, and landscape decisions with involved utility companies in order to allow adequate conditions for service access. Conduits, meter sockets, and vents shall be painted to match building surfaces and screens. While the meter socket may be painted, the meter itself cannot be painted.

8.0 SERVICE AREAS

8.1 POLICY

The visual impacts of service, delivery, trash, and outdoor equipment or storage areas shall be minimized, particularly relative to views from public roadways. Thoughtful placement and design of screening for these facilities is a priority for all sites as defined below.

8.2 CRITERIA

No areas for outdoor storage, trash collection or compaction, loading or other such uses shall be located within (50) fifty feet of the R.O.W. of High Plains Boulevard and US Hwy. 34 and ten (10) feet of any public street or public sidewalk.

Loading docks, truck parking, outdoor storage (including outdoor storage of recreational vehicles, boats, and truck storage), utility meters, HVAC and other mechanical equipment, trash collection, trash compaction and other service functions should be located and screened so that the visual and acoustic impacts of these functions are minimized from public streets, public sidewalks and trails.

A. Loading docks, trash containers, and service areas shall be screened or located out of view from adjacent public streets, and public sidewalks.

B. Screen facilities with architectural elements, berming and/or landscaping.

C. Screening walls for loading docks and service areas should be a minimum height of six feet (6’), or as tall as the object which is being screened, and incorporate materials and finishes similar or compatible with those of the primary structures. All trash enclosures shall be constructed with masonry material and include solid metal gates. (See Figure 8-2)

D. Locate loading, service, and delivery areas so they do not encroach into any setbacks and so that they serve as an extension of the building.

E. Locate parking areas for outdoor equipment, trucks, research trailers, service vehicles, etc. away from public streets and public sidewalks. Unless out of view of public streets and public sidewalks, screen these areas architecturally and/or with landscaping. Materials, supplies and equipment being stored on a site should be screened from public roadways inside a closed building or behind a visual screen such as walls, berming or landscaping. (See Figure 8-1)

F. Clearly identify all service entrances to discourage the use of main entrances for deliveries.
Figure 8-1 - Service Areas

Figure 8-2 – Screening for Loading Docks
9.0 OUTDOOR STORAGE

Restrict outdoor storage to defined areas clearly identified on the approved plans. Such areas should be screened from views from adjacent properties (excluding adjacent industrial properties), public roadways and public sidewalks by using adequate year-round buffer and screening techniques including walls, landscaping and/or berming.

10.0 CART STORAGE, VENDING MACHINES, ETC.

Cart corrals, cart storage, vending machines, newspaper racks, video and book return boxes, and telephones shall either be placed inside structures or shall be screened and designed to complement the building façade.

11.0 SECURITY FENCES/WALLS

11.1 POLICY

Fences and/or wall materials should be compatible with other architectural and landscape elements located in the development as approved by the DRC/JRC and shown on the Final Landscape Plans. (See Figures 11-2 and 11-2)

11.2 CRITERIA

A. Where fencing is used in highly visible areas such as the entry way, the use of a fence constructed of specialty wood, concrete, or iron is required. Specific fence designs will be selected for use along common open space and specific roadways within the ODP to ensure consistent treatment. The fence will be selected to provide a high degree of visual quality, low maintenance, security, and to present a consistent image. Where fencing is desired, the specialty fencing types should be used in high visibility areas along private or public open space areas and High Plains Boulevard.

B. Fences shall be a maximum of eight (8) feet tall.

C. Fences adjacent to public streets must be set back a minimum of 10’ from any public right of way, unless approved otherwise by the DRC/JRC.

D. In areas visible to the public, fencing should be buffered with landscaping to ensure an attractive development. Buffering should be accomplished with a mixture of evergreen trees, shrubs, ornamental or deciduous canopy trees, and berms. It shall be the intent of fence buffer designs to obscure the fence from vision within 3 years after planting (See Figure 11-1 for example of buffering).

E. Vinyl coated chain link fences may be used for security if berming and landscaping can reduce its visibility from public rights of ways (See Figure 11-1). Vinyl coated chain link fence is permitted and not required to be screened when not directly in view from public streets. On side or rear yard lot lines between lots south of the UPRR as shown on Exhibit 1-2, a single chain link fence may be shared on the property line with no landscaping, berming or other screening required. Barbed and/or razor wire at the top of such fence must be approved by the DRC/JRC on a case by case basis.

F. Vinyl coated chain link fencing shall not be permitted within 40’ of any public R.O.W. Other fencing material such as steel, iron, aluminum, stone or masonry shall be used within that area. The DRC/JRC may require steel, aluminum, stone or masonry in instances with high visibility or other special circumstances within 40’ from the public R.O.W.
G. All chain link fences shall be black vinyl coated to minimize glare and to further enhance the image of the ODP.

Figure 11-1 – buffering example

Figure 11-2 Industrial Uses – Chain Link

Figure 11-3 Industrial Uses – Example of Decorative Fence Required in View from a Public Right of Way
12.0 SIGNAGE

12.1 POLICY

Effective signs function not as a separate entity, but as an integral part of the environment. Signage shall be incorporated into the overall landscaping of the site.

12.2 PROJECT SIGNAGE

The following figures are depictions of project signage for Iron Horse. One primary entrance sign shall be located along US 34 to create a gateway and emphasize entrances for people coming west from 1-25 and people driving east along US 34. One secondary entrance along High Plains Boulevard may be used to benefit more local traffic and address the minor roadway entrances to the development. Landmark and high-visibility intersections also help develop the character of the area. These intersections shall contain showy landscaping, decorative walls, and overall just exhibit an increased decorative character than other minor intersections. By creating a hierarchy of intersections, people will be able to use the decorative elements as a way finding device. Tenant signage will also be used internally to aid in locating the desired address and/or tenant of a particular lot. See Figures 12-1 thru 12-2.

All signage and signage programs must be approved by the DRC/JRC. See Iron Horse Filing One FDP for overall, secondary and individual lot and tenant signage.

Figure 12-1 – Primary Project Identification Signage Revised Sign Design 2021

Figure 12-2 Secondary Identification Signage
13.0 LIGHTING

13.1 POLICY

The intent of this Section is to minimize lighting levels while not presenting a public safety or welfare issue. The developer should work with the DRC/JRC governing the amount of light required to meet safety guidelines, and minimize the overall glare associated with fugitive lighting.

It should be recognized that many areas that will be lighted cannot have any reduction of lighting levels for safety reasons such as, but not limited to, arterial roadways, some collector roadways, parking lots, loading bays and docks, entrances and other public and private facilities.

Up-lighting shall be approved by the DRC/JRC on a case by case basis.

Site lighting shall meet the functional needs of the proposed land use without adversely affecting adjacent properties or the community.

Halide light fixtures shall be used. The use of Sodium Vapor or other bright and glaring fixtures shall be prohibited.

All parking and area lighting fixtures must be – LITHONIA AS2 250M SR4W 277 SPA LPI DBL / SSS 25 4G DM19AS DBL. See Figure 13-2. Lighting fixtures may vary but must first be approved by the DRC/JRC. The DRC has full cut-sheet specifications on the approved Lithonia light fixture.

13.2 CRITERIA

Exterior building floodlights shall be shielded so that all of the light falls upon either the surface of the structure, the area to be directly illuminated or the ground.

Lighting systems shall be designed which do not produce direct, incident, or reflected light that interferes with the safe movement of motor vehicles on public streets, including:

- Any light fixture not designed for street illumination that produces light that could interfere with the operation of a motor vehicle.
- Any light that may be confused with or construed as a traffic control device shall not be permitted. Animated, flashing, or changing intensity lights shall not be permitted.
- Full wall wash lighting is prohibited.
- Exterior building mounted and site and fixtures shall be full cut-off style with flat lenses only.
- Luminaries located within a distance of 2.5 times its mounting height from the property boundary shall have shielding such that no light from that luminary extends more than twenty five feet (25’) outside of the ODP property boundary. This requirement does not apply to public streets, parking lots/driveways for buildings on separate lots which share access and/or parking.
- Design lighting to emphasize building entrances.
- Integrate lighting that highlights approaches to buildings, building facades, architectural features and landscaping.
- Design lighting with controls for consistent photocell or timed on-off functions.

13.3 LIGHT POLES/HEIGHT

Parking lot and streetlights shall have a dark, anodized aluminum finish or a material with similar quality and durability as approved by the DRC/JRC.

Light pole heights shall be provided as follows:
A. Within small parcels, 5 acres in size or less (gross site area), light fixtures shall have a maximum total height of 30 feet (including concrete bases) unless otherwise approved by the DRC/JRC.

B. Within large parcels it is often more cost effective and energy efficient to increase the light pole heights. Light fixtures for parking areas on sites larger than 5 acres in size (gross site area), parking in campus settings, or parking for industrial land uses, will be allowed a maximum total light fixture height of 40 feet (including concrete bases).

C. Pedestrian light fixtures shall not exceed 14 feet in height. Small ornamental embellishments may extend up to 16 feet.

D. Exceptions to light fixture heights may be permitted where it can be demonstrated that light poles will complement those on adjacent sites, or slight adjustments could significantly reduce the number of required fixtures.

13.4 LIGHTING LEVELS

The following table provides lighting criteria for outdoor facilities used at night. (See Table 13-1)

<table>
<thead>
<tr>
<th>Light Levels at Initial Installation*</th>
<th>Minimum horizontal illuminance</th>
<th>Maximum Uniformity Ratio (max. to min.)</th>
<th>Maximum average illuminance</th>
<th>Minimum vertical illuminance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial parking areas</td>
<td>0.5</td>
<td>10:1</td>
<td>2 foot-candles</td>
<td>0.2 foot-candles</td>
</tr>
<tr>
<td>Industrial, office parking areas</td>
<td>0.2</td>
<td>10:1</td>
<td>1 foot-candles</td>
<td>0.1 foot-candles</td>
</tr>
<tr>
<td>Parking areas – schools</td>
<td>0.1</td>
<td>20:1</td>
<td>0.5 foot-candles</td>
<td>NA</td>
</tr>
</tbody>
</table>

Notes: * Lighting criteria is adapted from the IESNA, 8th Edition, Lighting Handbook. ** Excludes recreational trails and paths that are not typically used at night.

It is understood that in special instances a higher level of foot candles may be required for individual tenants. Areas such as outdoor retail show areas, loading/unloading areas, loading docks, high security and entry areas and areas may be approved by the DRC/JRC.
APPENDIX A

1.) FIGURES 2-1 THROUGH 2-16

Figure 2-1 Industrial Uses

Figure 2-2 Industrial Uses

Figure 2-3 Industrial Uses

Figure 2-4 Industrial Uses

Figure 2-5 Industrial Uses

Figure 2-6 Industrial Uses
Figure 2-7 Industrial Uses

Figure 2-8 Industrial Uses

Figure 2-9 Industrial Uses

Figure 2-10 Industrial Uses

Figure 2-11 Industrial Uses

Figure 2-12 Industrial Uses
2.) FIGURES 2-17 THROUGH 2-32

Figure 2-17 Acceptable Metal Panel

Figure 2-18 Acceptable Metal Panel

Figure 2-19 Acceptable Metal Panel

Figure 2-20 Acceptable Metal Panel

Figure 2-21 Acceptable Metal Panel

Figure 2-22 Acceptable Metal Panel

Figure 2-23 Acceptable Metal Panel

Figure 2-24 Acceptable Metal Panel
Figure 2-25 Acceptable Metal Panel

Figure 2-26 Acceptable Metal Panel

Figure 2-27 Acceptable Metal Panel

Figure 2-28 Acceptable Metal Panel

Figure 2-29 Acceptable Metal Panel

Figure 2-30 Acceptable Metal Panel

Figure 2-31 Acceptable Metal Panel

Figure 2-32 Acceptable Metal Panel
3.) FIGURES 2-33 THROUGH 2-39

![Figure 2-33 Unacceptable Metal Panel](image)

![Figure 2-34 Unacceptable Metal Panel](image)

![Figure 2-35 Unacceptable Metal Panel](image)

![Figure 2-36 Unacceptable Metal Panel](image)

![Figure 2-37 Unacceptable Metal Panel](image)

![Figure 2-38 Unacceptable Metal Panel](image)

![Figure 2-39 Unacceptable Metal Panel](image)
3.) FIGURES 2-33 THROUGH 2-39

Figure 2-33 Unacceptable Metal Panel

Figure 2-34 Unacceptable Metal Panel

Figure 2-35 Unacceptable Metal Panel

Figure 2-36 Unacceptable Metal Panel

Figure 2-37 Unacceptable Metal Panel

Figure 2-38 Unacceptable Metal Panel

Figure 2-39 Unacceptable Metal Panel
December 22, 2020

Wendi Cudmore
McWhinney Real Estate Services, Inc.
Delivered via email only: Wendi.Cudmore@mcwhinney.com

RE: Interpretation of PUD Guidelines related to Iron Horse Building 1 (Case #SDP20-011)

Ms. Cudmore,

Kristin Cote forwarded me a letter dated December 10, 2020, in which you outlined the Iron Horse DRC’s interpretation of the Iron Horse Design Guidelines as it applies to the current development review of the Site Development Plan for the Iron Horse Building 1 project. Thank you for the opportunity to respond, as well as discuss this concern via phone on December 18th. I have had the chance to review this outstanding concern further, as well as discuss it briefly with the project planner, Kristin Cote, and our Town Manager, Matt LeCerf.

Regarding 1.9.6b. The DRC interpretation of this subsection seems to center, somewhat, on the hazardous/noxious elements mentioned in 1.9.6a, and therefore put forth that 1.9.6b is a subset of that concern. In doing additional research, Section 1.9.6b, notes a reference to Town of Johnstown Ordinance 526 (1996), which amended our municipal code related to uses in a light industrial zone. That language is taken directly from the Town’s code has been consistently interpreted to mean, literally, that all materials and products stored outdoors shall be fully screened by a solid fence or wall. As with the Iron Horse Design Guidelines, there is no mention within that subsection of a hazardous or noxious situation that is being mitigated by this screening; rather the mitigation of screening specifically is applied to external storage of “fuel, raw materials, and products.” As I mentioned in our phone call on December 18th, the Town Council has expressed specific interest and concern in minimizing the visual impact of outdoor storage with appropriate screening and siting options.

Regarding Section 9. The landscaping offered on the proposed plans will certainly soften the visual impacts along the perimeter of the storage area; and the attention to landscaping in this area is appreciated. The sporadic, and more natural look of the evergreens proposed, however, will take years to mature and the trees are spaced such that there are still significant gaps along the perimeter of this area. Aesthetically, it will absolutely serve as a great site improvement, and appears as if it would suffice to screen a rear parking area, but does not appear to provide adequate screening for external storage, as required by the guidelines.

Regarding Section 11. The vinyl coated fencing is a permitted material, and is noted as appropriate security fencing. Staff has no concerns if this material is utilized on this project in compliance with the guidelines, however, it is not deemed sufficient as a screening material.
Use of “Storage Yard.” The plans indicate the area in question as a large “storage yard.” Staff believes this is appropriate in conjunction with the multi-tenant spec building proposed. We are aware that over the years a wide range of tenants and uses are likely, and that they will change from time to time. Given the scale of this storage yard, it feels most appropriate to fully screen that area, given the range of uses future tenants may choose to utilize that area for.

Alternative use designation. If this area is more likely to used for vehicle/fleet parking, the vinyl coated chain link security fence identified for the area may be appropriate treatment, and would maintain compliance with the guidelines. No fence would be required, though some landscape screening and buffering would still be necessary. If sufficient comfort exists with this area being used solely for fleet-type or employee vehicles, enclosed trailers, and similar usage, the final development plans may be modified to indicate this.

As tenants and users change, and use of that area is modified such that is materials and other products are stored in this area, full screening of those storage areas would then be required. You may choose to pass that option onto users, providing them with a consistent fence template, to ensure each is somewhat accountable for the use of their allotted space. If storage of materials occurs in this area without the appropriate screening, the site would be considered out of compliance with the Johnstown Municipal Code and the Iron Horse Design Guidelines, and subject to code enforcement. Compliance with the municipal code and zoning documents is ultimately the property owner’s responsibility.

Adjacent uses. Your letter noted and provided photos of neighboring uses and their fencing and screening. These users appear, largely, to be in compliance, from those photos and my recollection. Note that parking of vehicles and trailers would not fall into the external storage subsection. When the COVID work restrictions are lifted and we are able, again, to so some site inspections, we will send a planner out to review the current use of the sites.

Conclusion. Section 1.9.6b of the PUD guidelines required solid screening for external/outdoor storage of materials and products. Chain link fencing is insufficient for this purpose. The area may be relabeled on the site plan, and future users may address the screening requirement, as the need arises. Town staff strongly encourages McWhinney to consider providing the screening fence for all or a portion of this area to accommodate a wider range of uses over time and ensure a consistent aesthetic treatment.

Please continue to coordinate with Kristin Cote in our office on revisions and submittals. And appeal to the administrative interpretation of this regulation may be made to our Board of Adjustment, per JMC §16-83.

Sincerely,

Kim Meyer, AICP
Planning & Development Director
kmeyer@townofjohnstown.com

cc: Kristin Cote, Planner I
    Matt LeCerf, Town Manager
    File
ITEM: Public Hearing and Consideration for the Thompson Ridge Estates Outline Development Plan (ODP)

DESCRIPTION: Proposed ODP for a large lot Subdivision on approximately 20 acres.

LOCATION: South of the Thompson Crossing II subdivision, west of County Rd. 3/High Plains Blvd.

APPLICANT: Mike Campana, R&M Holdings LLC

STAFF: Justin Currie, Planner II

HEARING DATE: February 16, 2022

EXECUTIVE SUMMARY
The Applicant is requesting consideration of an Outline Development Plan encompassing 20.01 acres to establish the zoning and design standards and guidelines for a proposed large acreage lot residential community.

ATTACHMENTS
1. Vicinity Map
2. Outline Development Plan
3. Neighborhood Meeting Summary – Oct 2021
4. Exhibit - Thompson River Ranch 2005 Preliminary Plat sheet
5. Public Comment

PROCESS NOTES
An ODP is a high-level “master planning” document that provides guidance on land uses, some development standards if they deviate from typical town codes or regulations, and ensure overall feasibility of the proposed intensity and density of a development with a review of an initial traffic report, a master drainage plan, overall circulation plans, understanding of property encumbrances - all of which require further detail be forthcoming as future development plans are known and reviewed/approved by the Town.

This project will need additional review and hearings to review proposed subdivisions, roadway and utility designs, drainage and stormwater design, architecture and landscape design, and other development details.
PROJECT SUMMARY
The project proposes a maximum of five (5) single family lots with a minimum lot size of 1 acre and each dwelling shall be custom and have a variety of front elevations. To maintain the vision of a unique neighborhood, the same house shall not be duplicated within Thompson Ridge Estates. Each house shall have at least 5 characteristics which clearly and obviously distinguish it from the other houses, including: different floor plans, exterior materials, roof lines, garage placement, and placement of the footprint on the lot and/or building face. All homes will be limited to 2-stories with a maximum building height of 30 feet along with a minimum front building setback of 30 feet, a 25 foot side setback, and a 20 foot rear setback. Lots are also limited to a maximum of 4000 SF each for high water usage turf-type irrigated areas, with low water use on the remainder of the landscaped areas (i.e., mulched beds, xeric, drip irrigated). Fence would be limited to 4-foot tall, 3-wood-rail open fencing.

Due to the existing wetland on site and its proximity to the Big Thompson River to the south an Ecological Characterization Report was submitted and recommended that there be a 50 foot buffer from the existing wetland and a 100 foot buffer from the Big Thompson River which the applicant has included with the ODP.

A minimum of 30% of the gross project site (6 acres) is required to be open space and the proposed ODP is providing 7.05 acres (35.2%) along with a 2 acre (10%) park to be dedicated to the Town with the location being determined during the subdivision platting review process.

The proposed main access into the development will come from an existing platted access easement from Watercress Dr., through the existing Thompson Crossing II residential subdivision located north of the project. Sewer and water mains were originally extended with the development of the adjoining neighborhoods.

An “Illustrative Master Plan” is included on Sheet 5 of the ODP to provide an idea of how development on this site could occur. This ODP does not subdivide this property, or require development to look exactly like this. Final development details and configuration is proposed with future subdivision and development plans, and permit applications, to be reviewed by the Town at a future date. The subdivision will be subject to public hearings and review by the Planning & Zoning Commission and Town Council.

Zoning: PUD-MU (Mixed Use).

ADJACENT ZONING & LAND USE
North   PUD-R – Thompson Crossing II Single Family neighborhood
East    RR2 – Larimer County Rural Residential, Vacant land
South   PUD-MU – Big Thompson River and Thompson River Ranch Residential Single Family neighborhood
West    PUD-MU–Thompson Crossing Single Family neighborhood

PROPERTY LAND USE HISTORY
This property has historically been open space/undeveloped land, in Larimer County.
The property was annexed as the WRFG Annexation, Ordinance 2000-639, and initial zoning, PUD-MU, under Ordinance 2000-646. While the subject property was included in the original early-2000s PUD plans for the Thompson River Ranch development area, this land was held by the original owners and never transferred/sold to Oakwood or the Thompson River Ranch Metro District, so it has remained privately owned. It was recently sold to the Applicant. Based on approved PUD plans that, at one time, erroneously showed this parcel within its bounds, a large portion of the property was intended as open space due to its proximity to the Big Thompson River, and the northern portion established a future developable area of approximately 4.5 acres. This is based on a 2005 preliminary plat that was approved by the Town, and still considered valid today, based upon the continued development of the Thompson River Ranch neighborhood. See Attachment 4.

PUBLIC NOTICE & COMMENT
A neighborhood meeting was held via Zoom (remote) on Thursday, October 14, 2021, and notifications were sent to property owners within 500 feet of the project. The meeting was attended by the applicant and their consultants, the prior planner assigned to the project, Kristin Cote, and adjacent residents. Neighborhood concerns have been expressed throughout this project, largely related to impact on existing wetland, impact on views due to proposed maximum building heights (30 feet), and access for construction from the existing Thompson Crossing subdivision through Watercress Dr. Staff has provided submittal documents to the neighborhood association and interested parties, upon request, with each submittal.

Notice for the Planning & Zoning Commission hearing was published in the Johnstown Breeze, on Thursday, January 27, 2022. This notice provided the date, time, and location of the Planning and Zoning Commission hearing, as well as a description of the project. Notices were mailed to all property owners within 500 feet of the property in question. This notice included a vicinity map and the proposed subdivision map. One public comment has been received by Staff as of the date of publication of this report and has been included with this staff report.

SUBMITTALS AND REFERRALS
Based upon the changes proposed, this ODP submittal included the proposed ODP plan set, as well as the updated design guidelines, and master engineering (i.e., grading, drainage, utility) and traffic studies that help the Town assess the feasibility of the intensity and density proposed within the project. These supplemental pieces are not “approved” with the ODP, but provide a baseline of information so the Town can better assess the impact on our services and systems. The project was referred to and reviewed by:

- Public Works Department
- Utilities Department
- FHU (Town Traffic Engineer)
- IMEG (Town Engineer)
- Loveland Fire and Rescue
- Larimer County
- Thompson R2-J School District
- LTWD
- Thompson Crossing Metro District
STAFF ANALYSIS
This ODP sets forth some basic development standards regarding setbacks, building heights, and lot sizes. More detailed design guidelines will be completed with the subdivision and development plan process.

The Comprehensive Plan Future Land Use Plan calls for a Medium Density/Intensity land use type in this area, north of the floodplain and river. The proposed ODP calls for a maximum density of 0.28 DU/Acre and Staff feels this is an appropriate intensity due to the sensitive nature of the project location with the Big Thompson River and floodplain to the south and an existing residential neighborhood to the north. The proposal of large lot, executive-style homes is complementary and compatible with the adjacent, existing Thompson Crossing neighborhoods and homes.

Staff estimates the current northern property line to be 55-60 feet from the nearest home to the north (per currently-available aerial maps). To the west, the closest existing home is approximately 45 to 48-feet from the property line. These distances in addition to the 20-30’ minimum setbacks proposed would bring that distance to a 65 to 75-feet between existing homes and the proposed building envelope. For reference current SF-1 zoning requires only 20-foot setbacks from streets, and 5-foot setbacks from internal property lines.

There are existing water line connections north and west of the project site and the applicant proposes to connect to the existing water line to the north in the Thompson Crossing II subdivision. There is an existing sewer line that runs through the middle of the project from the southwest corner up to the project boundary to the north and into the Thompson Crossing II subdivision, the applicant proposes to connect to this existing sewer line. The access to the homes will be a privately-maintained access drive and has been approved, in concept, by Loveland Fire (LFRA) based on the limited number of homes.

Staff believes this subdivision will promote the Town’s goals of efficient development patterns and adding to the variety of housing type and lot sizes.

RECOMMENDED PLANNING AND ZONING COMMISSION FINDINGS AND MOTIONS
Recommended Findings:
It is recommended that Planning and Zoning Commission send a recommendation for Approval with Conditions to Town Council that the requested Outline Development Plan of the Thompson Ridge Estates P.U.D. be approved based upon the following findings:

1. The proposed ODP amendment is in alignment with the current Johnstown Area Comprehensive Plan and its Future Land Use Plan.

2. The proposed ODP appears serviceable by Town systems, services, and utilities, with required improvements that will be reflected in future development and construction plans.
**Recommended Motion to Approve:**
Based on the application received, associated submittal materials, and the preceding analysis, the Planning & Zoning Commission finds that the request for the Outline Development Plan for the Thompson Ridge Estates P.U.D. furthers the *Johnstown Area Comprehensive Plan* goals, and is compatible with all other applicable Town standards and regulations, and therefore moves to recommend to the Town Council Approval based upon the findings as stated in this report.

**Alternate Motion**

- Motion to Deny: “I move that the Commission recommend to the Town Council Denial of the Thompson Ridge Estates ODP based upon the following findings…”

Planner:

[Signature]

Justin Currie, Planner II
This map was created by Larimer County GIS using data from multiple sources for informal purposes only. This map may not reflect recent updates prior to the date of printing. Larimer County makes no warranty or guarantee concerning the completeness, accuracy, or reliability of the content represented.
THOMPSON RIDGE ESTATES OUTLINE DEVELOPMENT PLAN

Johnstown, Colorado

Owner/Applicant
R&M Holdings LLC
Contact: Mike Campana
3702 Manhattan Ave, Ste 201
Fort Collins, CO. 80524
970.229.5900

Planner
Russell + Mills Studios
Contact: Shelley LaMastra
506 S College Ave, Unit A
Fort Collins, CO 80524
970.484.8855

Civil Engineer
United Civil Design Group
Contact: Sam Eliason
19 Old Town Square
Suite 238
Fort Collins, CO 80524
970.530.4044

LEGAL DESCRIPTION
Located in the southeast quarter of section 14 and the northeast quarter of section 23, township 5 north, range 68 west of the 6th principal meridian, Town of Johnstown, County of Larimer, State of Colorado.

PARCEL NUMBER
8514000005

PROJECT HISTORY/INTENT/SUMMARY
The proposed PUD will allow development within the framework of the Town of Johnstown PUD development standards. The plan will consist of single-family residential lots that shall be a minimum of 1 acre. Total lot count shall not exceed 5 lots.

Open space shall be provided within 100' river buffer and shall be available to all homeowners of the development for passive recreation. An access road off of Watercress Drive shall provide access to a central turn around that will allow for residential lots to bring downreways off of.

Consistent fencing will be permitted around single-family homes, however will not be permitted between residential lots in order to maintain and open and natural feel for the development. Landscaping within the open space areas will be native or adapted low-water species only.

RELATIONSHIP TO TOWN CODE & DEVELOPMENT STANDARDS
The provisions of the PUD shall prevail and govern development to the extent permitted by the Town of Johnstown municipal code. Where standards, details, and guidelines of the PUD - outline, preliminary, or final development plans - do not clearly address a specific subject or are silent, the Johnstown municipal code and other standards, regulations, and guidelines shall be used. All proposed development is subject to Town of Johnstown review procedures.

DEVELOPMENT PHASING
The entrance road/turnaround and utility improvements, including utility stubs to all lots will occur at the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase. Each lots will be developed as per the details in the initial phase.

LOCATION AND EXISTING CONDITIONS
Thompson Ridge Estates is located by the Thompson Crossing subdivisions to the north and west, Vacant land to the east, and the Thompson River to the south.

The property is presently undeveloped. There are existing sewer and utilities that run across the site as well as an existing wetland.

The Right-of-way dedication would occur accommodate the development access. An existing access easement to the site is located off Watercress Drive.

SURROUNDING ZONING/ADJACENT USES

ORTH OF PROPERTY:
Thompson Crossing, rezoned residential, zone PUD-M

EAST OF PROPERTY:
West of property: sheet PUD-M

SOUTH OF PROPERTY:
Thompson River, rezoned PUD-M

WEST OF PROPERTY:
Thompson Crossing, rezoned PUD-M

GENERAL NOTES
3. All access roads and driveways shall be privately owned and maintained.

DEVELOPMENT OBJECTIVES
The development supports a number of priorities and objectives, including:

1. Enhance the neighborhood character and walkability of the development
2. Enhance the quality of life for the residents
3. Maintain and enhance the natural beauty of the area
4. Provide a variety of housing options
5. Create a sense of community

UTILITIES/PUBLIC FACILITIES

Water: Town of Johnstown

Sewer: Town of Johnstown

Fire Protection: Front Range Fire Rescue Authority

Electric: Xcel Energy

Natural gas: Xcel Energy

Schools: Weld County School District re 5-J, Aims Junior College District

Library: High Plains Library District

Police: Town of Johnstown Police Department

Refuse Collection: Town of Johnstown

Storm Drainage: Metro District

Passive recreation opportunities along the HOA open space bordering the Thompson River.

Larger lot sizes that will allow for reduced density and the ability to maximize the high quality open space within the development.

Consistent fencing will be permitted around single-family homes, however will not be permitted between residential lots in order to maintain and open and natural feel for the development.

All drainage elements are conceptual in nature and final determinations of the drainage system, to include the placement of detention/retention ponds, channels, and storm sewer, will be made in accordance with the applicable final drainage reports and plans.

The development supports a number of priorities and objectives, including:

1. Enhance the neighborhood character and walkability of the development
2. Enhance the quality of life for the residents
3. Maintain and enhance the natural beauty of the area
4. Provide a variety of housing options
5. Create a sense of community

APPROVALS
TOWN COUNCIL

This Outline Development Plan, to be known as Thompson Ridge Estates ODP, is approved and accepted by the Town of Johnstown, by Ordinance Number __________________, passed and adopted on final reading at a regular meeting of the Town Council of the Town of Johnstown, Colorado held on the day of ___________________, ______.

BY: TOWN MAYOR

ATTEST: TOWN CLERK

Date:

Drawn By:

Checked By:

Sheet Name

COVER SHEET

Sheet

ODP 1
All lighting shall be full cut-off with a kelvin temperature of 3,000 kelvin maximum. No light spillage shall be permitted outside of the specified lot.

Boats, campers, and trailer vehicles shall only be permitted to be stored within completely closed structures.

A monument sign identifying the final development name shall be located at the turn around island entrance. Materials and character of signage shall reflect the overall theme and character of the development. All lighting shall meet Town of Johnstown standards.

All development shall conform to restrictions as indicated in current Town of Johnstown Municipal Code.

Maximum building height: The maximum building height is 40 feet (roof peak or ridge).

A minimum of 10% of the PUD will be dedicated to the Town of Johnson for park area.

A large portion (minimum 30% or 6.0 AC) of the PUD will be open space with a natural character for more passive recreation. These areas will provide a naturalistic plant palette that will enhance views and areas of use. A minimum of 10% of the PUD will be dedicated to the Town of Johnson for parks area.

The design intent for the PUD is to create a community that celebrates the surrounding ecosystem. Water conservation through appropriate landscaping techniques and plant species selection will be emphasized for the projects as well as enhanced natural areas and protected ecosystems. Landscape shall adhere to Town of Johnson Landscape Standards.

Ranch minimum main floor: 2200 square feet (excluding garage).

The site planning guidelines for Thompson Ridge Estates are designed to promote and preserve the unique character of this community through the sensitive siting and location of homes. Minimizing view obstructions is the key to maximizing view opportunities to the Big Thompson River, mountains, and open spaces.

Landscape in the HOA turnaround island will be provided with drip irrigation. Single-family lots will provide permanent irrigation for areas that are landscaped directly adjacent to the homes. The greater portion of the Thompson Ridge Estates will maintain the existing natural state and shall not be irrigated.

Detached accessory garages: Attached garage to match the architecture of home.

Detached accessory garage: Must be completed within 12 months of certificate of occupancy.

Single-family residential lot treatment: Detached single-family homes will only be permitted.

SINGLE-FAMILY RESIDENTIAL LOT TREATMENT

Two-story above grade minimum: 2800 square feet (excluding garage).

Columns, and porches that will be specified in Design Guidelines.

Maximizing view opportunities to the Big Thompson River, mountains, and open spaces is encouraged and expected. Homeowners and builders shall design and develop their homes to ensure that the best views are maintained in their natural state.

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Columns, and porches that will be specified in Design Guidelines.
Lot 1  
(1.99 AC)  
(1.52 AC)  
(1.25 AC)  
(2.18 AC)  
Thompson River  
Existing Wetland / Drainage Easement  
Existing wetland  
Existing Detention  
20' access drive  
Water easement  
500 year floodplain  
100' river buffer  
100 year floodplain

Lot 1  
(1.99 AC)  
(1.52 AC)  
(1.25 AC)  
(2.18 AC)  
Thompson River  
Existing Wetland / Drainage Easement  
Existing wetland  
Existing Detention  
20' access drive  
Water easement  
500 year floodplain  
100' river buffer  
100 year floodplain

Lot 2  
Outlot A  
(0.47 AC)  
Matchline A  
Matchline B  
(3.48 AC)  
Lot 3  
(1.25 AC)  
Existing trail  
Outlot B  
(3.60 AC)  
Lot 4  
(2.00 AC)  
Outlot C  
(3.45 AC)  
Outlot D  
(2.00 AC)  
Lot 5  
(3.54 AC)  
Outlot A (HOA)  
0.47  
Outlot B (AG)  
3.60  
Outlot C (AG)  
3.45  
Outlot D (Parkland)  
2.00  
TOTAL  
20.01

Land Use Chart:  
Area       Acres  
Lot 1       1.99  
Lot 2      1.52  
Lot 3       1.25  
Lot 4      2.18  
Lot 5       3.54  
Outlot A (HOA)   0.47  
Outlot B (AG)   3.60  
Outlot C (AG)   3.45  
Outlot D (Parkland)  2.00  
TOTAL  
20.01

Legend  
Property line  
500 year floodplain  
100 year floodplain  
100' river buffer  
50' wetland buffer  
Building envelop  
Easement

Notes:  
1. Single-family homes, shop buildings and driveway locations/footprint on lots are conceptual in nature. Final locations for each shall be determined at the time of building permitting.
NEIGHBORHOOD MEETING – THOMPSON RIDGE ESTATES ODP

Thursday, October 14, 2021 – 6:30 PM

Present: Shelley Lamastra – Russel Mills Studios
Colton Beck – United Civil Design Group
Mike Campana – Bellisimo Inc.
Valeria & Phil Schuman
Arlen & Yvonne Wittrock
Daniel Martin
LP (?)
Jeff (?)
Kristin Cote – Planner – Town of Johnstown

Meeting begins at 6:30 PM with a brief PowerPoint presentation by Kristin Cote.

Shelley Lamastra presents proposed plan for the site which addresses:

- The access easement from Watercress Drive;
- Preble Jumping mouse (closest habitat 15 miles from site);
- 50’ wetlands buffer; and
- 100’ riparian buffer.

Concerns stated by citizens:

- Access road through Watercress being utilized for both construction and access;
- Height of houses (proposed max 30’);
- Timeframe for construction;
- Large wetland on proposed lot 5 and the steep grade of such;
- Potential for damages to the wetland; and
- Impact and destruction to the view.

Meeting concluded at 7:15 PM

(See attached comments received prior to the meeting via email)
October 8, 2021

Kristin Cote, Planner
Cc: Kim Meyer
City of Johnstown
450 S. Parish Ave.
Johnstown, CO 80534
RE: Thompson Ridge Estates Outline Development Plan
Dear Ms. Cote:

We are writing this letter to express our concerns, comments, and questions regarding the proposed Thompson Ridge Estates development as it has currently been presented. Our specific comments are:

1. We believe the project as it is currently being proposed will be detrimental to the environment and to the wildlife and aviary corridor along the adjacent Big Thompson River.

2. We object to the long circuitous driveway for proposed Lot 5 which goes through the wetland (which is a water inlet for the Big Thompson River). We find this to be environmentally unacceptable. Would the developer or the lot buyer be required to install a very expensive bridge over the top of this wetland / stream / water inlet? This does not sound reasonable or feasible and, again, would be detrimental to the environment.

3. We would also point out that the proposed driveway for Lot 5 would have an incredibly steep grade going down the hill into the wetland and then up again on the other side.
4. The project description as submitted states, quote:

“The site is bordered by undeveloped land to the east, wetlands to the west, The Big Thompson River to the south, and a residential development (Thompson Crossing II) to the north.”

This statement is factually incorrect. To the west is the Thompson Crossing I development complete with many nice homes. Our home is one of them. Our home is not a wetland and it does not sit on a wetland.

5. As an alternative to the project as drafted, I suggest the developer consider developing smaller lots (0.5 to 1.0 acre in size versus the proposed 1.25-to-3.54-acre sizes) and develop those lots near the project access road entrance point. This would keep the homes and developed property further from the Big Thompson River and would preserve and protect the wetlands. In doing so, the developer could (potentially) develop more than the proposed five lots.

Thank you for your consideration of these points.

Sincerely,

Arlen & Yvonne Wittrock
4200 Angelica Place
Concerns about the development plan for Thompson Ridge Estates

To Whom it may concern:

We built and live in the home at 4136 Watercress Drive. Based on the maps we have seen mailed to our house, it looks like the planned development will be built directly behind our house. If the houses are built on the north side of the river, they will be built directly behind us. It’s tough to tell from the small, blurry maps we have received exactly what the plans are for where the homes are planned to be built at.

When we chose and purchased this lot to build on, we asked the question of our builder if there would be any other houses built behind us. They checked into it and were told, NO, the land behind our home was designated farmland/open space. We specifically chose this lot for the privacy it provides, and the beautiful unobstructed mountain views. We also paid a large premium for this lot due to these items.

We understand that now someone has purchased that property with intent to build homes. A person should be allowed to do what they want on their own property; but not when it destroys the property value of the homeowners around them. Not only will we lose all semblance of privacy behind our home- a road would have to be build behind our house to support the new homes, but putting houses behind ours would completely ruin the open views of the mountains, which will cost us at least $100,000-$200,000 in equity in our home. Is there a plan to reimburse us for the lost equity?

We love this community, and we love living here! But we are extremely angry and frustrated that the equity in our home is being destroyed, so that someone else can add equity to theirs.

Respectfully,

Amber & Brian DelGrosso

Amber DelGrosso-Owner
AnBranLey Pizza Inc.&
BAD Zs Pizza LLC
dba Domino's Pizza
970-290-4301
Good evening,

I just received a letter about the Thompson Ridge Estates.

So I just moved into my home in April and the only reason I bought it was due to the views and privacy.

Now the city of Johnstown will be putting homes directly behind us and completely blocking our views. SO we will no longer have privacy which will in turn have a sharp decrease in my home value and my family and I will move.

What Can I do to block this from happening?

Thanks
February 7, 2022

Planning & Zoning Commission
Planning & Development Department
Justin Currie, Planner
City of Johnstown
450 S. Parish Ave.
Johnstown, CO 80534

RE: Thompson Ridge Estates Outline Development Plan

To: Planning & Zoning Commission and Planning & Development Department

We are writing this letter to express comments and concerns regarding the proposed Thompson Ridge Estates development as it has currently been outlined.

While we could raise questions regarding the general impact to the environment and to the wildlife and aviary corridor near and along the adjacent Big Thompson River, we will specifically focus on a significant aspect of the proposal that is in violation of U.S., state, and local environmental standards, rules, and regulations regarding wetlands that exist on the proposed development property.

The Federal government (U.S. Environmental Protection Agency), Colorado (Department of Public Health and Environment), and Larimer County (Department of Health and Environment) all have legally binding regulations affecting developments located near wetlands. The proposed Thompson Ridge Estates as described in the Outline Development Plan (ODP) is in violation of wetland regulations and requirements as legally defined and described by these various agencies.
We will reference one specific set of regulations -- those of Larimer County. Under the Larimer County Land Use Code Wetland Regulations:

“The following minimum buffer areas are required from the boundary of a wetland:
   a. Wetlands of one acre or less: 50 feet.
   b. Wetlands of more than one acre: 100 feet.”

The wetland in question is partially on proposed Lot 5 and between proposed Lots 4 and 5. It begins at Tarragon Drive and extends to the Big Thompson River. Besides being a wetland, it also functions as a stream and inlet to the Big Thompson River.

During the neighborhood meeting held via Zoom on October 14, 2021 regarding the proposed Thompson Ridge Estates development, the representative for the development stated that the plan calls for a significant portion of the wetland to be filled in order to create an access road / driveway.

Filling in the wetland with dirt, rocks, or other aggregate is contrary to maintaining a legally binding 100-foot buffer area. Therefore, the proposed Lot 5, west of the wetland, cannot legally be developed since there would be no access to it. It should remain as agricultural land as do Outlot B and Outlot C on the development property.

We would note that there is an existing access road going through the wetland located near the Big Thompson River. This access road was built a number of decades ago when laws and regulations regarding wetlands were almost non-existent. It would not be allowed to be constructed under today’s environmental laws.

Thank you for your service to our wonderful community and for your consideration of our comments.

Sincerely,

Arlen & Yvonne Wittrock