



# Town of Johnstown

## PLANNING & ZONING COMMISSION REGULAR MEETING

7:00 PM, Wednesday, March 9, 2022

*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
  - a. October 27, 2021
  - b. December 1, 2021
  - c. December 15, 2021
  - d. January 12, 2022
  - e. February 16, 2022
- V. Public Comments Regarding Items Not on the Agenda (limited to 3 minutes each)
- VI. New Business
  - a. **PUBLIC HEARING – ZON21-0009 Iron Horse P.U.D. Design Guidelines Amendment** – Revised land use and development standards for approx. 164 acres of Commercial and Industrial Development. South of US 34, East of High Plains Blvd. (*Tabled from February 16, 2022, meeting*)
  - b. **PZC Candidate Interviews**
    - i. Jim Hatfield
    - ii. Michelle Campbell
    - iii. Cameron Singh
- VII. Department Report
- VIII. Adjournment

#### *Upcoming Meetings:*

- Tentative Regular Meeting Dates: March 23, April 13, April 27, May 11

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# Town of Johnstown

## PLANNING & ZONING COMMISSION MEETING

7:00 PM, Wednesday, October 27, 2021

### SUMMARY MINUTES

Meeting called to Order by Chair Weber at 7:01 P.M. Roll call attendance was taken; present were Commissioners Flores, Grentz, Hayward, and Weber. Absent and excused were Puccetti and Salo.

Motion to approve the agenda as written. M: Grentz / 2<sup>nd</sup>: Hayward. Unanimous approval. There were no Public Comments made about items not on the agenda.

**CASE #ZON21-0002 Encore P.U.D. Outline Development Plan Amendment 1** was opened for a Public Hearing and consideration by the Commission. Planner Justin Currie presented the staff's review and finding and an overview of the project. Russ Lee with Ripley Design represents the Applicant and provided a presentation to the Commission. Lee explained the various land uses in each parcel, and some of the high points of the proposed Design Guidelines. Meyer interjected an overview of Johnstown's PUD process, explaining the role of the ODP as a high-level zoning/planning document, moving to subsequent detailed development processes. C Weber inquired about the difference between the prior ODP and this Amendment. Lee noted that they were mostly design related and traffic related now that more is known about prospective users and US 34 access. Ditch changes and crossings would be in coordination with the ditch company.

Public Comments were received from:

- Steve Herrera 1431 WCR 3 – existing resident of the area, with access from LCR 3 that he wants to ensure will remain.
- Marilyn Slater – existing resident, has concerns with additional traffic on US 34, and the impact of trucks to the area
- John Cooney – existing resident, has traffic concerns related to Colorado Blvd and the impact to the neighborhood.
- Sharon Abernathy – Colorado Blvd south of 34, noted there are wells to the SE of the intersection, and concern with the proximity of a proposed new school.

Kim Meyer, Planning & Development Director, and applicant representatives John Sweet with TST Engineers, and Russ Lee, Ripley Design, provided some responses to the public questions, at the request of the commission.

Hearing was closed. Commissioners had no additional discussion.

Motion made by C. Grentz to recommend approval with conditions as stated in report. 2<sup>nd</sup>: Flores  
Vote: 4-0

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Kim Meyer gave a brief departmental report related to the Land Use Code and current development projects around town.

The meeting was adjourned.

Respectfully Submitted,

Accepted:

Kim Meyer, Director:

Bruce Weber, Chair



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# Town of Johnstown

## PLANNING & ZONING COMMISSION MEETING

7:00 PM, Wednesday, December 1, 2021

### SUMMARY MINUTES

*Note that this was a Special Meeting called for December 1, 2021, due to lack of a quorum at the November 17, 2022 meeting. All agenda items for that November meeting were moved to this Special Meeting.*

Meeting called to Order by Chair Weber at 7:02 P.M. Roll call attendance was taken; present were Commissioners Flores, Grentz, Pucetti, Salo, and Chairman Weber. Absent: Hayward (excused)

Unanimous approval of Agenda.

There were no Public Comments made about items not on the agenda.

**CASE #SUB21-0006 Johnstown Village Filing 3 (Tracts M & N)** was opened for a Public Hearing and consideration by the Commission. Kim Meyer, Director, presented for Staff, giving an overview of the location, site and Johnstown Village PUD history, as well as the proposed project. Commissioners asked about when traffic studies are updated, and did this fit within that original master TIS. Meyer noted this was reviewed, the original Tract M & N presented assumptions for higher densities than are currently proposed with this project.

Kevin Johnk, Kimley-Horn, presented for the Applicant. Commissioners inquired about stabilization of steep banks and how the Applicant will address drainage against the home. Johnk informed the PZC that the slopes will be a maximum of 3:1 to 4:1, slopes which meets Town standards. Those slopes will be seeded and landscaped. Fire access and required turn radii are provided within the looped alleys. Units will be sprinklered as well.

No public comment.

Hearing closed. Commissions had no additional discussion.

C. Grentz made a motion to Recommend Approval with Conditions. 2<sup>nd</sup>: Flores

Vote: 5/0

**#SUB21-0018 Welty Ridge Subdivision, Filing No. 1** was opened for a Public Hearing and consideration by the Commission. Meyer provided a brief presentation on the proposed subdivision, indicating that engineering and development plans are in review, still, and will be required to meet Town standards prior to any construction occurring on the site. She also noted that public comment had been received in a written statement which was included in the meeting packet.

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Scott Ratcliffe, Bucee's Ltd, Lake Jackson, TX, represented the Applicant. He noted that their team continue to work on the traffic configurations with all parties.

No additional public comments received. Public comment received was related to traffic issues that will be continued to be discussed with the user/designers, the Gateway owners, and CDOT.

Hearing was closed. Commissioners had no additional discussion.

Commissioner Flores made a Motion to Recommend Approval with Conditions. 2<sup>nd</sup>: Grentz.

Vote: 5/0

**#SUB21-0021 Oxy Land Subdivision** was opened for a Public Hearing and consideration by the Commission. Meyer provided a brief presentation on the proposed subdivision, indicating that no development is proposed with this subdivision at this time. There is an existing oil and gas drilling operation on site. The applicant was available, but did not present. No questions were forthcoming from the commission. No public comments received.

Hearing was closed. Commissioners had no additional discussion.

Commissioner Flores made a Motion to Recommend Approval with Conditions. 2<sup>nd</sup>: Grentz.

Vote: 5/0

Kim Meyer gave a brief departmental report.

The meeting was adjourned.

Respectfully Submitted

Accepted:

Kim Meyer, Director:

Bruce Weber, Chair



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# Town of Johnstown

## PLANNING & ZONING COMMISSION MEETING

7:00 PM, Wednesday, December 15, 2021

### SUMMARY MINUTES

Meeting called to Order by Chair Weber at 7:00 P.M.

Roll call attendance was taken; present were Commissioners Flores, Grentz, Hayward, Puccetti, Salo, and Weber.

Unanimous approval of Agenda.

There were no Public Comments on items not on the agenda.

A general discussion of Commission meeting protocol, and "Planning 101" included the CML 2021 Board & Commission Handbook, Roberts Rules & Meetings Cheat sheets and various planning handouts.

A proposed commission bylaw amendment was provided by Staff. The commissioners discussed and made a motion to approve, which carried 6-0.

Commissioner Grentz was nominated by the commission to serve as the Vice Chair, and that motion carried 6:0.

The commission discussed how they wanted to handle future Candidate application when vacancies exist on the commission. It was determined the prior interview process was desired.

Director Meyer redistributed and discussed the Town's email policy related to using Town emails, as an annual reminder of appropriate usage.

Kim Meyer, Planning & Development Director provided a verbal department report on current happenings.

The meeting was adjourned.

Respectfully Submitted: Kim Meyer, Director      Bruce Weber, Chair

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# Town of Johnstown

## PLANNING & ZONING COMMISSION MEETING

7:00 PM, Wednesday, January 12, 2022

### SUMMARY MINUTES

Meeting called to Order by Chair Weber at 7:02 P.M. Roll call attendance was taken; present were Commissioners Flores, Grentz, Pucetti, Salo, and Weber. Commissioners Salo and Hayward were absent and excused.

Agenda was approved 5/0.

There were no public comments for items not on the agenda.

Kim Meyer, Director of Planning & Development, noted that the first item, Johnstown Farms, Filing 2 Final Plat, was withdrawn by the Applicant prior to the meeting.

The public hearing from **Case# SUB21-0015 Purvis Farms PUD Preliminary / Final Subdivision and Development Plan** was opened. Justin Currie, Planner II, provided a presentation and overview on the project, explaining the proposal. There are still a few staff concerns outstanding that the Town continues to work with the Applicant on resolving prior to the final hearing with the Town Council. Currie noted public concerns voiced at neighborhood meetings and at the ODP hearing, and the modifications to the project that were required by Council related minimum lot sizes and configuration of access to Hwy 60.

Commissioners asked Staff to clarify the changes to the plans that still need to occur, how/when water right dedication occurs, discuss how the Town plans for traffic improvements. Commissioners indicated concerns for timing, capacities, and payment of road improvements. Currie clarified the needed revisions, and indicated that water is dedicated prior to final plat recordation. Meyer interjected that road improvements do accompany or follow development, as certain triggers need to be met; roads are not generally pre-built for future traffic.

Cathy Mathis with TB Group, Berthoud, presented for the Applicant. Mathis revisited the requirements of the ODP. John Tufte, Sanderson Stewart, civil engineer identified easements on eastern boundary. Commissioners asked about tying in walking paths to the east and to the south? Ties into the south. Trips per day from the traffic study at total traffic buildout, and what is current count versus existing. Kerri Childress with Sanderson Stewart Group, traffic engineer. Peak hour is standard, while trip generation is an overall number. Existing conditions – 13,963 on east side VPD, 2025 18,156 with Purvis and increase of background traffic (2.8%) – 19,511 with Purvis (1400 vpd total / 2000 at full buildout). Commissioners asked that with this development, is roadway network capable of handling this project. Childress explained they look at a variety of scenarios.

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#### Public Comment/Questions:

- Dean Vincent, 2057 Fox Meadow – changing grade to manage stormwater – is there somewhere to “see” this type of improvement? Of lots, wide enough to hold ranch style SF? Is there a Town ordinance for dust mitigation? Mathis – lots wide enough. Tufte – yes, dust mitigation requirements. Typical yard slopes.
- Dianne Morris, 318 Estate Dr., Noted the eyesore of ditch in rear yards; mismanaged over time. Wants to see that “decommissioned” and improved with this project. Current access to easements is through RHR HOA sidewalks, Purvis should provide a paved access. Grass, brush, & weeds in the property currently – grass fire concerns. No additional access into Landings is a safety issue. Require upgrades to the overall development with parks and open areas. Views. Values. More estate lots. Ranch homes only noted on east lots. Bike and walking paths.
  - Wants a larger area of estates than single row. Mathis noted the Applicant is amenable to requiring ranch homes here to help protect views.
  - Owners maintain the ditch; it’s a mess. Can developer fix this?
- Connie Dennis, 324 Estate Dr – Original design showed drainage moving into the ditch. Traffic driven by development, concerned about foot traffic and kids to school.
  - Commissioners noted the drainage is going north to avoid impacts to the ditch.
  - Commissioner noted that school district is required to bus across highway.
- John Fricke, 2011 Goldenvue Dr. – No issue with the ditch. Traffic is a concern with what’s happening in the whole community – substantial impacts along 60. Too dense. RHR provided diversity with large lots down to townhomes, feels a precedent was set. Wants similar.
- Dean Vincent – Will there be multiple builders? homogeneous models shown only
- Shawn York, 301 McGregor Ln – Density is a concern, prefer to see similar subdivisions to existing. Traffic is a concern; frustrated at no planning or forethought. Lower values. Dirt/weeds. Ok with development, in general. Will they save existing trees?
- Sue Powell, 406 Estate Dr. – Density concerns. Some diversity needed. Drainage concern. Traffic.
  - Meyer responded the Town is working with CDOT and traffic triggers.
  - Tufte explained overall drainage concept with water heading north instead of toward existing homes.

Public hearing closed at 8:23

#### Commission comments:

- Commissioners asked the Applicant to explain the drainage issue. Tufte noted the ditch issue is on the RHR lots and outside this development. Waste ditch to catch east side of Purvis property. Commissioner asked who is in charge of that ditch – neighbors informed that it is the HOA.
- C. Grentz noted frustration with how traffic is incrementally installed and how CDOT seems to operate. Happy to see the space fill in between existing neighborhoods.
- C. Flores acknowledges concern with ditch, would like to see if the Town is able to assist, but understands not for this development to fix. Traffic frustration with the threshold concern. Noted that PZC hears your concerns and appreciates that input.
- C. Salo appreciates multifamily areas and more diversity in housing types.
- C. Pucetti mentioned the design changes that need to be updated. Not comfortable recommending to Council, as is. Not a good fit in the community - too dense.

Motion was made to Deny the project pending changes traffic, housing density, and drainage, by C Pucetti.

C Grentz offered a Friendly Amendment to require revisions and changes noted by Staff be updated prior to being brought back to the Commission

2<sup>nd</sup> with amendment: C Flores

During discussion, Meyer interjected that it sounded like the Commission wanted to see this project come before them again, with revisions, versus recommending a Denial to Council. Commissioners agreed that that was their intent. Meyer clarified the current motion on the floor, and the Roberts Rules order of motions.

Vote: 1-5 Motion to Deny failed.

There was general discussion among Commissioners as to the final intent. Applicant was asked if they were amenable to making requested revisions quickly and returning in February to present the updated plans; Applicant agreed that was feasible.

Motion by C. Weber to Table the item and Continue the public hearing to the regular meeting scheduled for February 16, 2022, for updated plans & plat to be brought back to PZC for a continued hearing.

2<sup>nd</sup>: Grentz

Vote 5-0

The public hearing for **Case #SUB21-0010 The Granary Filing 1 Final Development Plan & Subdivision Plat** was opened. Justin Currie presented a project overview. Commissioners had questions about the improvements to Telep and CR 46. Currie noted they are both slated to be 4-lane major arterials at final buildout, and the Developer is responsible for improving their half of that roadway. Ultimate signalization on Colorado Blvd. will be addressed in development agreements. Shelley LaMastra, Russell Mills Studios, presented for the Applicant, noting existing barn and silos will be utilized with the development, the realignment of the ditch, and proposed buffering from existing oil and gas.

Commissioners asked about treatment along the ditch; LaMastra noted the ditch company only permits grass planted in that area. Salo has a question about trails. Commissioners indicated concern with safety, fencing, and signage related to the ditch.

No public comment.

Public hearing closed. Commission had no further discussion.

Motion for Approval with Conditions – Grentz

2<sup>nd</sup>: Flores

Vote: 5-0

The public hearing for **Case #ZON21-0010 Ledge Rock Change of Zone** was opened. Meyer provided the staff presentation on the project to revise zoning to PUD-MU (mixed use) for the entire parcel. The Applicant was available but had no presentation. No public comments. No Commission discussion.

M: Flores / 2<sup>nd</sup>: Weber  
Vote: 5-0

The public hearing for **Case #ZON21-0004 Ledge Rock Outline Development Plan (ODP) and Design Guidelines** was opened. Kim Meyer provided the staff presentation on the project to provide master planning document for the full 221 acres, as well as design guidelines. Meyer noted staff concerns that are mentioned in the staff report to the PZC – signs, parking, tenant sign size, and a lack of definition of permitted commercial uses. Commissioners inquired about the need for 80-foot-tall signs, and the overall scope and scale of the signs proposed; Meyer acknowledged the sign design is high quality, and larger signature signs can help minimize the need for individual tall signs. Current highest sign in Town has been approved at 70-feet, and there’s a concern that each subsequent development will want to get higher than the next. Commissioners inquired about the height and scale of the multifamily along Hwy 60, coming into the more traditionally-developed Johnstown. Meyer noted that staff review included consideration that the multifamily area is located south of the ditch, and therefore setback a bit from the highway, and along High Plains Blvd. which will have a minimum 30’ landscape setback.

Commissioners noted that Staff indicated that current access points shown do not meet town access spacing standards, and don’t feel comfortable recommending approval for a project that is not already meeting standards and would prefer those be updated. ODP

Jim Shipton, Point Consulting, responded to the commissioner concerns and noted that the site falls 110’ from NW to SE and sits in a bit of a “hole” adjacent to the interstate, and that they are still working with the Town Staff on some of those issues and will resolve what they can prior to

C. Grentz made a Motion to Approve with Conditions.

2<sup>nd</sup>: Weber

Vote: 5-0

Kim Meyer provided a brief departmental report. There were no Commissioner reports.

Adjournment at 9:54 PM.

Respectfully Submitted: Kim Meyer, Director      Bruce Weber, Chair



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# Town of Johnstown

## PLANNING & ZONING COMMISSION REGULAR MEETING

7:00 PM, Wednesday, February 16, 2022

### SUMMARY MINUTES

Meeting called to Order by Chair Weber at 7:03 P.M. Roll call attendance was taken. Present were Flores, Grentz, Salo and Weber. Haywood and Puccetti were absent.

Unanimous approval of Agenda.

Public Comments were provided as a written comment, which was provided to the commissioners at the meeting, via email from Ellen DeLorenzo (1/25/2022). No additional public comments were made.

The public hearing for **SUB21-0015 Purvis Farms PUD Preliminary/Final Subdivision & Development Plans** was continued and reopened from the January 12, 2022, hearing. Justin Currie, Planner II, provided a brief staff analysis and presentation of the changes made since the January meeting. C. Weber noted new written public comment was also submitted and asked it be entered into the record. The Applicant's presentation was made by representative Sarah Mercer, an attorney with Brownstein Hyatt Farber Schreck, Denver. The Applicant's planner, engineers, owner's representative, and a traffic engineer were in attendance to answer questions. Cathy Mathis, TB Group, provided an update to the project from the January 12<sup>th</sup> meeting – noting the addition of fencing columns, rectifying lot sizes, and ensuring town standards updates to the street design. Mercer addressed specific issues related to traffic, drainage, and density. Kerri Childress and John Tufte, engineers with Sanderson-Stewart, and Mathis provided more detail. Mathis also reiterated the commitment to ranch homes on the large east lots. Mercer provided a legal review of the project in comparison to the PUD process, intent, and review criteria stated in the Johnstown Municipal Code.

C. Weber asked for clarification on the proposed drainage and grading elevations. Weber asked to clarify the RI/RO on Hwy 60. Childress noted the project had been modified to RI/RO. C. Flores asked about improvements to the Colorado Blvd intersection as well as the Hwy 60 corridor – is the Town working with CDOT to try to get ahead of need? Kim Meyer, Director, indicated that triggers, warrants, and objective numbers have to be "hit" to be able to initiate certain changes like additional lanes, turn lanes, expanded or retimed signalization.

#### Public Comments:

- Patrick Lee, 6043 Hwy 60 – Concerned about traffic flow. Currently challenging to turn into/out of his property. Interested in a potential drive into his property from the east. C. Weber mentioned applicant and staff could help.

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- Sue Powell, 406 Estate Dr. – Main concern is drainage. How is drainage working? Grading will look like what? By commission request, John Tufte noted that undergrounded stormwater pipes will capture and carry water to designed ponds. Powell also noted in the April ODP there was discussion of wastewater plant capacity. Is this an issue still? Will there be phasing? The Owner No specific phasing for homes – infrastructure all at one time.
- Dianne Morris, 318 Estate Dr. – Concern with the easement along the east – access and liability on homeowners. Doesn't feel the neighborhood is compatible in relation to lot size. Amount of fill dirt? Tufte commented about 7 feet of fill. Ditch behind existing homes is very unattractive.

Hearing was closed. No additional commission discussion.

C. Greutz made a motion to Approve with Conditions.

2<sup>nd</sup>: Flores

Vote: 4-0

Meyer noted that the public hearing for **ZON21-0009 Iron Horse P.U.D. Design Guidelines Amendment** was requested by the Applicant to be continued to the March 9, 2022, meeting.

C. Greutz made a motion to Continue to that date

2<sup>nd</sup>: Salo

Vote: 4-0

The public hearing for **ZON21-0007 Thompson Ridge Estates P.U.D. Outline Development Plan** was opened for public hearing. Justin Currie presented an overview of the 20-acre large lot residential development. Staff's analysis was presented with a recommendation for approval with conditions. Shelley LaMastra, Russell+Mills Studio, presented for the Applicant. LaMastra noted the proximity to the river as well as an existing wetland area noted on the plans, with an existing access road to access existing sanitary sewer. LaMastra indicated there would be buffer areas around the wetlands, and much of the site was anticipated to remain native vegetation.

C. Salo inquired about the concept plan showing a fifth lot, and the impact of any lot located on the west side to the wetland and native areas. Sam Eliason, United Civil Design Group, discussed options to minimize the impact to those areas, noting that a 0.10 acre disturbance, or less, does not require an Army Corps of Engineers permit. C. Weber noted that he lives in this area, he likes the project, and is familiar with the property. The conceptual access shown across the wetlands is a significant concern on the impact to that area. Two submitted public comments also indicate concern with development across the wetlands. There is an existing access road that is long-standing, on the south side of that area. Jess Dillion, with Cedar Creek Associates who did the environmental report, indicated the wetland is likely federally protected – Applicant and consultant is working on tracking down additional information on that currently. Mike Campana, owner, was asked by C. Weber about the wildlife along the river and the wetland. Campana did not commit. Salo appreciates the overall project, but is concerned with the conceptual "Lot 5". LaMastra also noted the ODP is the current request, and the individual lot configuration will be pursued with subdivision.

Salo clarifying ODP vs lot details. Noted the need for fire access. Meyer noted LFRA Fire Marshal has had considerable input so far.

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Public comment

- Josh Lyon, 4124 Watercress – Adjacent neighbor concerned about views, impact on wildlife, property values.

Grentz / Flores

4-0

Meyer provided a brief department report.

Meeting was adjourned.

Respectfully Submitted

Accepted:

Kim Meyer, Director:

Bruce Weber, Chair



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# Town of Johnstown

## PLANNING & ZONING COMMISSION AGENDA MEMORANDUM

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<b>ITEM:</b>	<b>Public Hearing for the Iron Horse Design Guidelines Amendment 2022</b>
<b>DESCRIPTION:</b>	Proposed Iron Horse Design Guidelines Amendment for approximately 164 acres of Commercial & Industrial Development
<b>LOCATION:</b>	South of US 34, East of High Plains Blvd. (LCR 3)
<b>APPLICANT:</b>	Centerra Commercial, LLC
<b>STAFF:</b>	Kim Meyer, Planning & Development Director
<b>HEARING DATE:</b>	February 16, 2022

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### 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.

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## 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...”

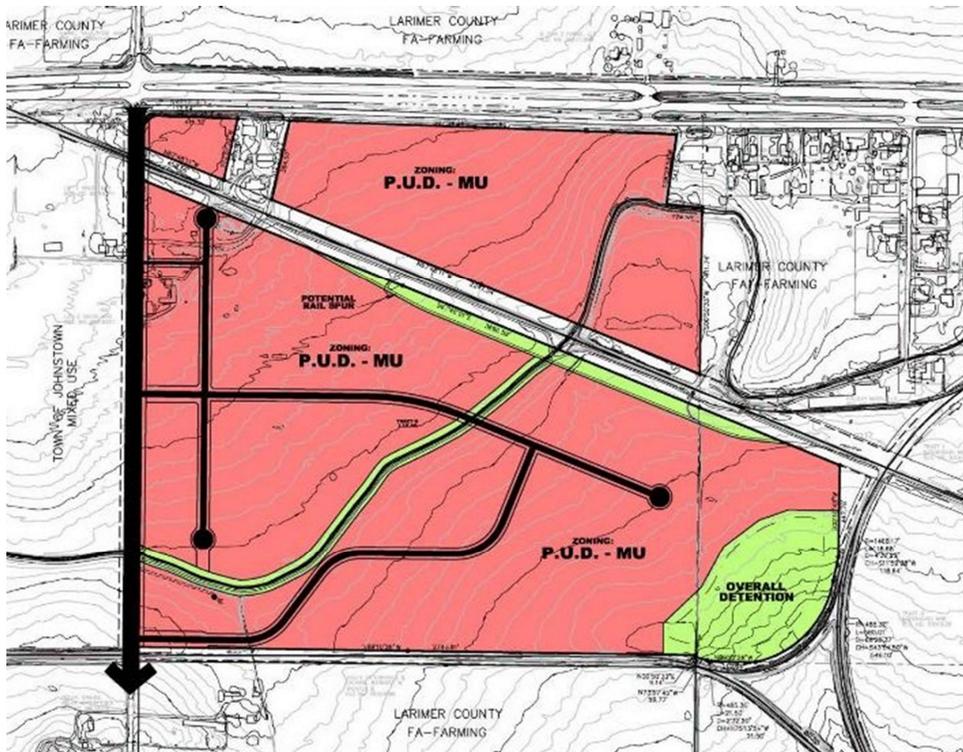
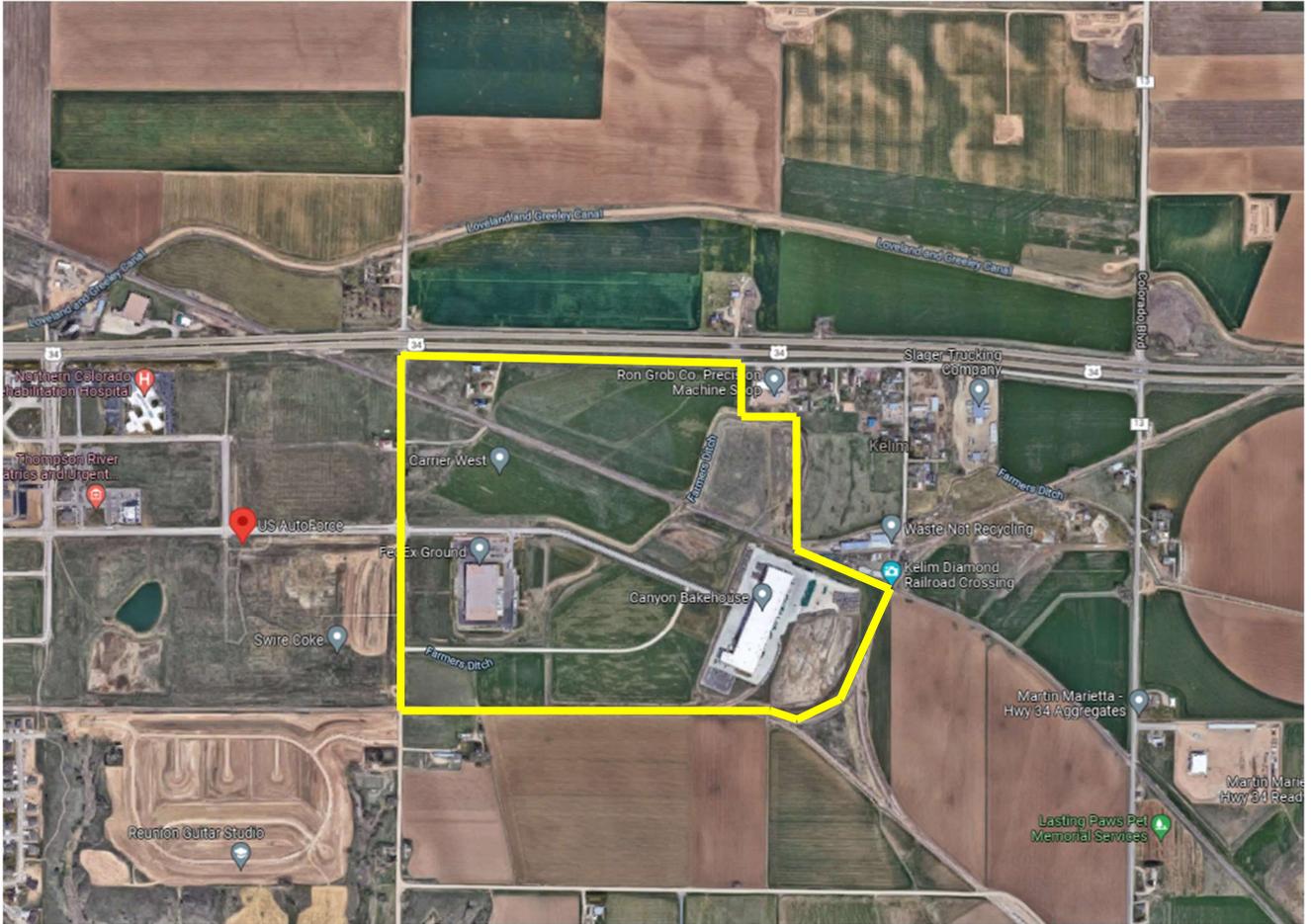
Respectfully Submitted:



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.

- When not adjacent to a public roadway, lots abut other industrial sites or back up to the railroad tracks. Along the rear of these lots, the railroad tracks serve as a berm, situated 3-5' higher than the adjacent grade of the lot.
- 2.2.8 - Variation in Massing – Industrial
  - 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).











<b>1.0</b>	<b>GENERAL PROVISIONS .....</b>	<b>4</b>
1.1	TITLE.....	4
1.2	EFFECTIVE DATE .....	4
1.3	AUTHORITY.....	4
1.4	RELATIONSHIP TO OTHER DOCUMENTS .....	4
1.5	PURPOSE AND INTENT .....	4
1.6	THE VISION.....	5
1.7	SITE DESCRIPTION.....	5
1.8	PROPOSED LAND USE.....	5
1.9	ALLOWABLE USES .....	5
1.10	DESIGN REVIEW COMMITTEE .....	88
1.10.1	Iron Horse Design Review Committee (“DRC”) .....	99
1.10.2	DRC Approval Process .....	99
1.10.3	Johnstown Review Committee (JRC) .....	1010
1.10.4	JRC Approval Process.....	1010
1.10.5	Additional Criteria & Updates .....	1111
1.10.6	Variances.....	1111
1.10.7	Final Plan Amendments .....	1111
1.10.8	Overall Design Elements.....	1111
<b>2.0</b>	<b>DESIGN STANDARDS .....</b>	<b>1315</b>
2.1	DESIGN PRINCIPLES AND GOALS .....	1515
2.2	ARCHITECTURAL CHARACTER .....	1515
2.2.1	Building Materials.....	1515
2.2.2	Preferred Materials .....	1515
2.2.3	Prohibited Materials and Treatments .....	1616
2.2.4	Building Colors .....	1616
2.2.5	General Color Families .....	1616
2.2.6	Accent Colors.....	1616
2.2.7	Variation in Massing - Retail/Commercial/Office .....	1717
2.2.8	Variation in Massing - Industrial.....	1717
2.2.9	Facades - Retail/Commercial/Office .....	1717
2.2.10	Facades - Industrial .....	1818
2.2.11	Roof and Top Treatment - Retail/Commercial/Office/Industrial .....	1818
2.2.12	Building Entrances - Retail/Commercial/Office/Industrial .....	1818
<b>3.0</b>	<b>SITE PLANNING CRITERIA .....</b>	<b>1919</b>
3.1	BOUNDARIES/RIGHTS-OF- WAY/ EASEMENTS .....	1919
3.2	SETBACKS .....	2020
3.3	BUILDING HEIGHT .....	2121
3.4	OPEN SPACE REQUIREMENTS .....	1921
3.5	ALLOWABLE OPEN SPACE ELEMENTS .....	2121
3.6	LAND USE COMPATIBILITY .....	2222
3.6.1	Compatibility of Building Materials .....	2222
3.6.2	Industrial Performance Standards .....	2222
3.6.3	Air Quality.....	2022
<b>4.0</b>	<b>NONRESIDENTIAL BUILDING SITING AND ORIENTATION.....</b>	<b>2222</b>
4.1	Goal .....	2222
4.2	Criteria.....	2222

<b>5.0</b>	<b>LANDSCAPING/SITE FURNISHINGS.....</b>	<b>23</b> <u><b>23</b></u>
<b>6.0</b>	<b>DRAINAGE.....</b>	<b>24</b> <u><b>24</b></u>
<b>7.0</b>	<b>UTILITIES, MECHANICAL EQUIPMENT, AND COMMUNICATION DEVICES.....</b>	<b>24</b> <u><b>24</b></u>
7.1	Temporary Overhead Power and Telephone Lines .....	24 <u>24</u>
7.2	Communication Devices and Mechanical Equipment.....	24 <u>24</u>
7.3	Transformers, Gas Meters .....	25 <u>25</u>
<b>8.0</b>	<b>SERVICE AREAS .....</b>	<b>25</b> <u><b>25</b></u>
8.1	Policy.....	25 <u>25</u>
8.2	Criteria.....	25 <u>25</u>
<b>9.0</b>	<b>OUTDOOR STORAGE.....</b>	<b>25</b> <u><b>27</b></u>
<b>10.0</b>	<b>CART STORAGE, VENDING MACHINES, ETC. ....</b>	<b>27</b> <u><b>27</b></u>
<b>11.0</b>	<b>SECURITY FENCES/WALLS .....</b>	<b>27</b> <u><b>27</b></u>
11.1	Policy.....	27 <u>27</u>
11.2	Criteria.....	27 <u>27</u>
<b>12.0</b>	<b>SIGNAGE .....</b>	<b>27</b> <u><b>29</b></u>
12.1	Policy.....	29 <u>29</u>
12.2	Project Signage.....	29 <u>29</u>
<b>13.0</b>	<b>LIGHTING .....</b>	<b>28</b> <u><b>30</b></u>
13.1	Policy.....	30 <u>30</u>
13.2	Criteria.....	30 <u>30</u>
13.3	Light Poles/Height.....	30 <u>30</u>
13.4	Lighting Levels.....	29 <u>31</u>
<b>APPENDIX A</b>	<b>.....</b>	<b>31</b> <u><b>32</b></u>

**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.

- A. Iron Horse Annexation Agreement – May 15, 2006.
- B. Town of Johnstown Zoning Code (which includes the Town Sign Code).
- C. Town of Johnstown Comprehensive Plan – April 1, 2001.
- D. Johnstown/Milliken Parks, Trails, Recreation and Open Space Plan – May 2003.
- E. Town of Johnstown Landscape Standards and Specifications – Adopted July 19, 2004.
- F. Johnstown Criteria and Construction Regulations – April 2004.
- 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);

~~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.f.~~ 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 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.

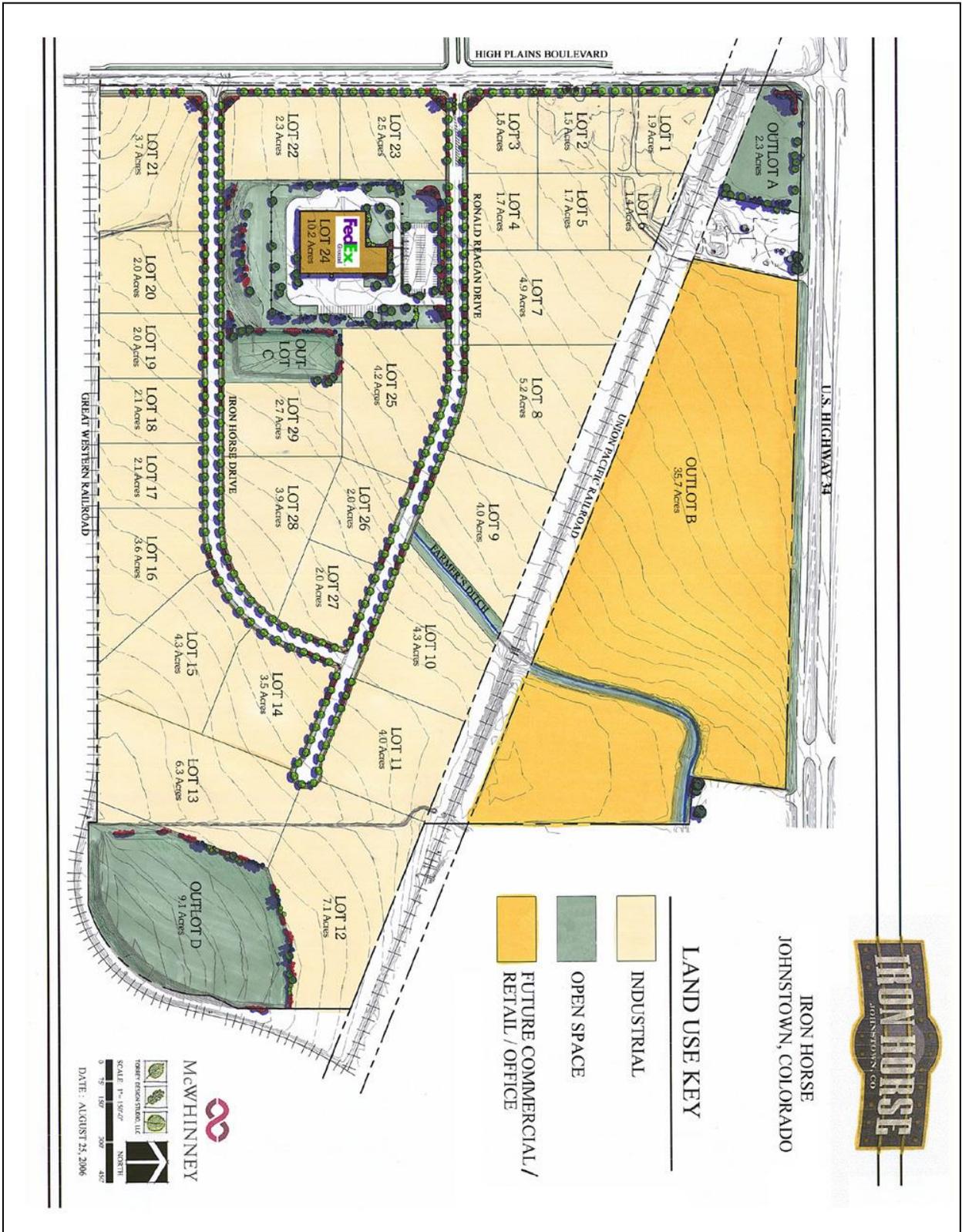
### **1.10.8 Overall Design Elements**

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

Land use	Minimum % Open Space Required	Maximum Height
Light & Heavy commercial	15%	45 feet
Civic/Public Institutional	15%	85 feet
Office	15%	85 feet
Light and Heavy Industrial	15%	50 feet
Warehouse, Storage	15%	40 feet
Hotel, Motel	15%	120 feet
Other	15%	45 feet
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.



Figure 5-1 - Bench



Figure 5-2 – Bike Rack



Figure 5-3 – Trash Receptacle

**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~~ [and](#) 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.

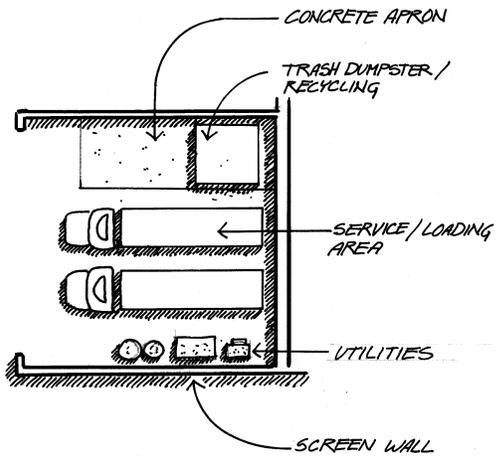


Figure 8-1 - Service Areas



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~~sidewalks by using adequate ~~year-year~~-round buffer and screening techniques including walls, ~~or~~ 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 ~~P~~ublic 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

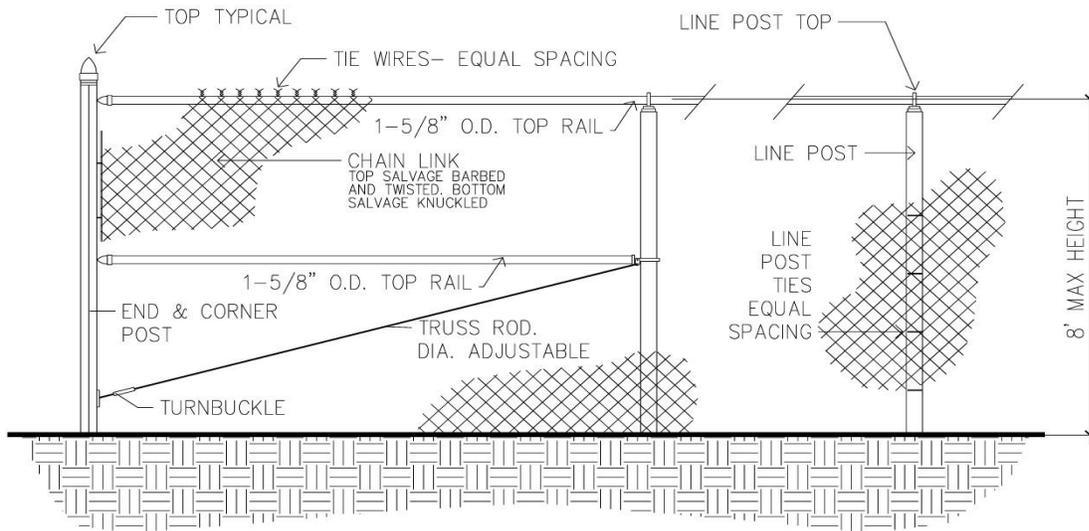


Figure 11-2 Industrial Uses – [Chain Link](#)

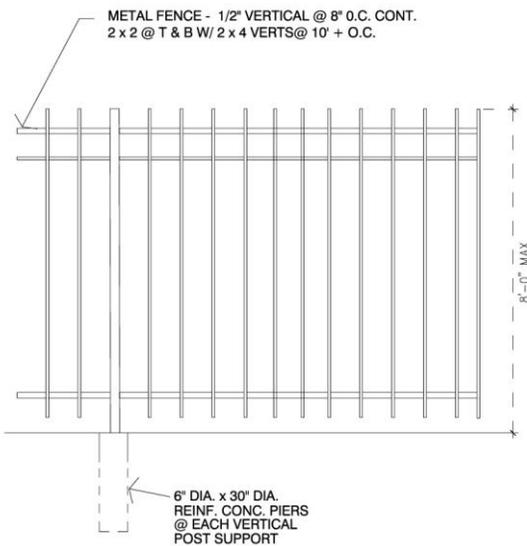


Figure 11-3 Industrial Uses – [Example of Decorative Fence Required in View from a Public Right of Way](#)

**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 12-2 Secondary Identification Signage

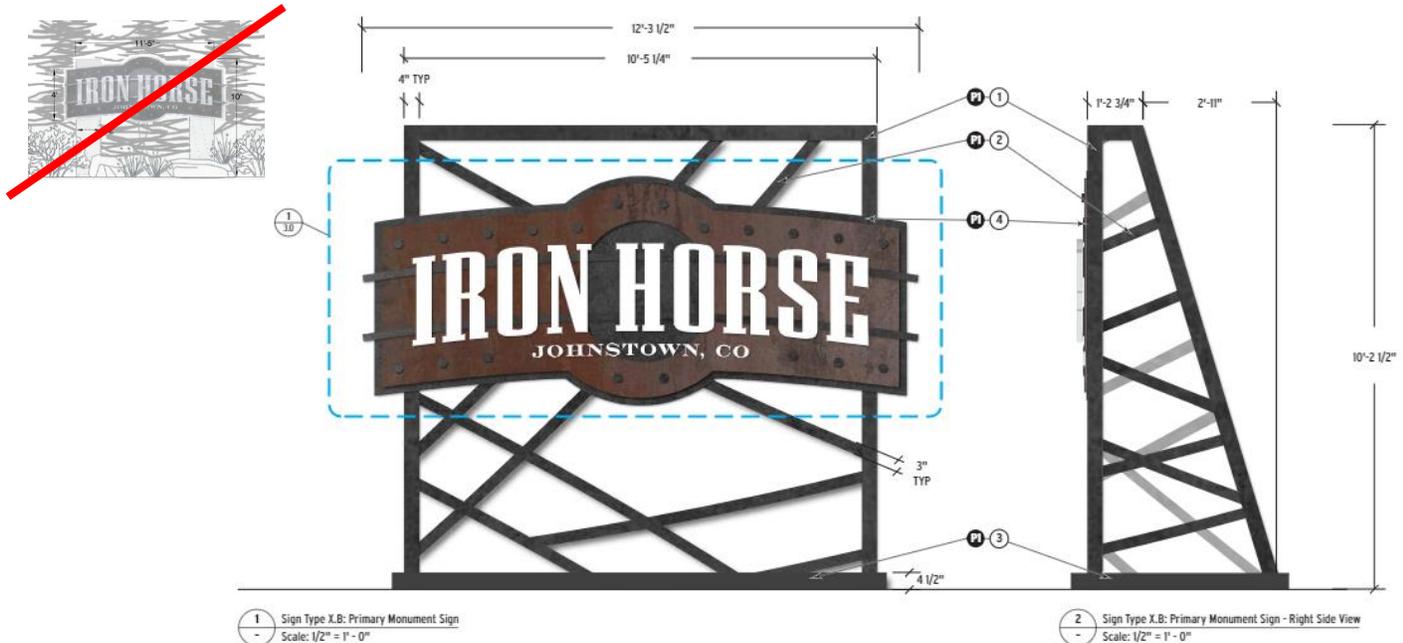


Figure 12-1 – Primary Project Identification Signage [Revised Sign Design 2021](#)

## 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 13-1

Light Levels at Initial Installation\*

Minimum horizontal illuminance	Maximum Uniformity Ratio (max. to min.)		Maximum average illuminance	Minimum vertical illuminance
Commercial parking areas	0.5	10:1	2 foot-candles	0.2 foot-candles
Industrial, office parking areas	0.2	10:1	1 foot-candles	0.1 foot-candles
Parking areas – schools	0.1	20:1	0.5 foot-candles	NA

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

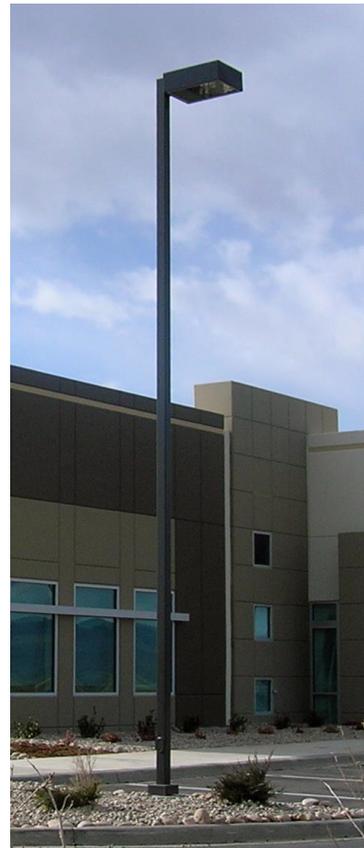


Figure 13-2

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



Figure 2-13 Industrial Uses



Figure 2-14 Industrial Uses



Figure 2-15 Industrial Uses



Figure 2-16 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

<b>1.0</b>	<b>GENERAL PROVISIONS .....</b>	<b>4</b>
1.1	TITLE.....	4
1.2	EFFECTIVE DATE .....	4
1.3	AUTHORITY.....	4
1.4	RELATIONSHIP TO OTHER DOCUMENTS .....	4
1.5	PURPOSE AND INTENT .....	4
1.6	THE VISION.....	5
1.7	SITE DESCRIPTION.....	5
1.8	PROPOSED LAND USE.....	5
1.9	ALLOWABLE USES .....	5
1.10	DESIGN REVIEW COMMITTEE .....	8
1.10.1	Iron Horse Design Review Committee (“DRC”) .....	9
1.10.2	DRC Approval Process .....	9
1.10.3	Johnstown Review Committee (JRC) .....	10
1.10.4	JRC Approval Process.....	10
1.10.5	Additional Criteria & Updates .....	11
1.10.6	Variances.....	11
1.10.7	Final Plan Amendments .....	11
1.10.8	Overall Design Elements.....	11
<b>2.0</b>	<b>DESIGN STANDARDS .....</b>	<b>15</b>
2.1	DESIGN PRINCIPLES AND GOALS .....	15
2.2	ARCHITECTURAL CHARACTER .....	15
2.2.1	Building Materials.....	15
2.2.2	Preferred Materials .....	15
2.2.3	Prohibited Materials and Treatments .....	16
2.2.4	Building Colors .....	16
2.2.5	General Color Families .....	16
2.2.6	Accent Colors.....	16
2.2.7	Variation in Massing - Retail/Commercial/Office .....	17
2.2.8	Variation in Massing - Industrial.....	17
2.2.9	Facades - Retail/Commercial/Office .....	17
2.2.10	Facades - Industrial .....	18
2.2.11	Roof and Top Treatment - Retail/Commercial/Office/Industrial .....	18
2.2.12	Building Entrances - Retail/Commercial/Office/Industrial .....	18
<b>3.0</b>	<b>SITE PLANNING CRITERIA .....</b>	<b>19</b>
3.1	BOUNDARIES/RIGHTS-OF- WAY/ EASEMENTS .....	19
3.2	SETBACKS .....	20
3.3	BUILDING HEIGHT .....	21
3.4	OPEN SPACE REQUIREMENTS .....	21
3.5	ALLOWABLE OPEN SPACE ELEMENTS .....	21
3.6	LAND USE COMPATIBILITY .....	22
3.6.1	Compatibility of Building Materials .....	22
3.6.2	Industrial Performance Standards .....	22
3.6.3	Air Quality.....	22
<b>4.0</b>	<b>NONRESIDENTIAL BUILDING SITING AND ORIENTATION.....</b>	<b>22</b>
4.1	Goal .....	22
4.2	Criteria.....	22

**5.0 LANDSCAPING/SITE FURNISHINGS.....23**

**6.0 DRAINAGE.....24**

**7.0 UTILITIES, MECHANICAL EQUIPMENT, AND COMMUNICATION DEVICES.....24**

7.1 Temporary Overhead Power and Telephone Lines .....24

7.2 Communication Devices and Mechanical Equipment.....24

7.3 Transformers, Gas Meters .....25

**8.0 SERVICE AREAS .....25**

8.1 Policy.....25

8.2 Criteria.....25

**9.0 OUTDOOR STORAGE.....27**

**10.0 CART STORAGE, VENDING MACHINES, ETC. ....27**

**11.0 SECURITY FENCES/WALLS .....27**

11.1 Policy.....27

11.2 Criteria.....27

**12.0 SIGNAGE .....29**

12.1 Policy.....29

12.2 Project Signage.....29

**13.0 LIGHTING .....30**

13.1 Policy.....30

13.2 Criteria.....30

13.3 Light Poles/Height.....30

13.4 Lighting Levels.....31

**APPENDIX A .....32**

**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.

- A. Iron Horse Annexation Agreement – May 15, 2006.
- B. Town of Johnstown Zoning Code (which includes the Town Sign Code).
- C. Town of Johnstown Comprehensive Plan – April 1, 2001.
- D. Johnstown/Milliken Parks, Trails, Recreation and Open Space Plan – May 2003.
- E. Town of Johnstown Landscape Standards and Specifications – Adopted July 19, 2004.
- F. Johnstown Criteria and Construction Regulations – April 2004.
- 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.

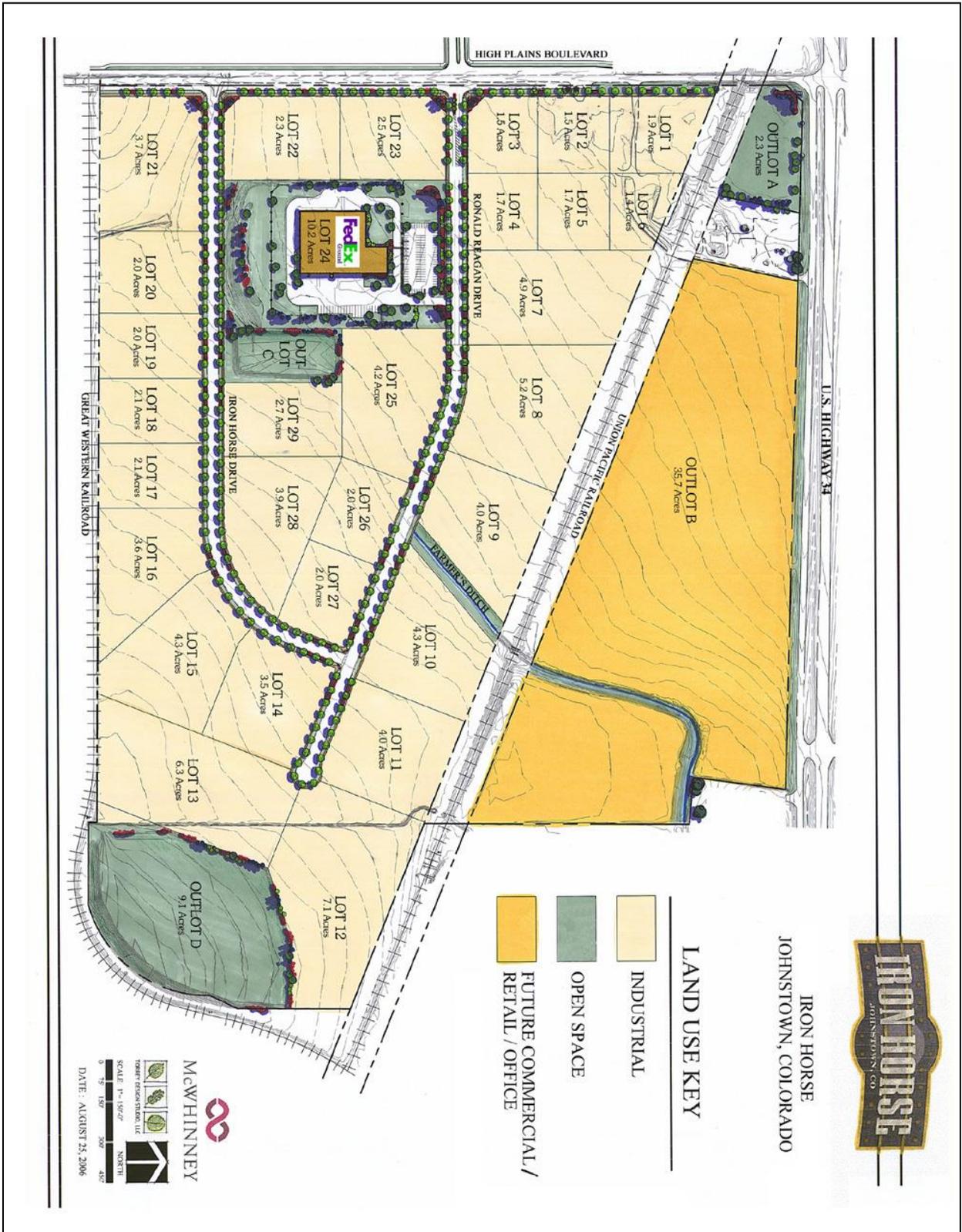
### **1.10.8 Overall Design Elements**

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

Land use	Minimum % Open Space Required	Maximum Height
Light & Heavy commercial	15%	45 feet
Civic/Public Institutional	15%	85 feet
Office	15%	85 feet
Light and Heavy Industrial	15%	50 feet
Warehouse, Storage	15%	40 feet
Hotel, Motel	15%	120 feet
Other	15%	45 feet
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.



Figure 5-1 - Bench



Figure 5-2 – Bike Rack



Figure 5-3 – Trash Receptacle

**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.

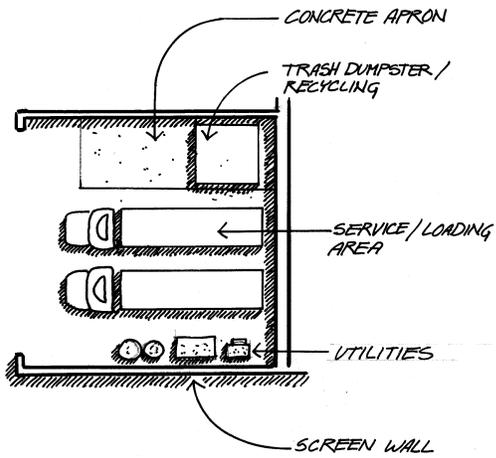


Figure 8-1 - Service Areas



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

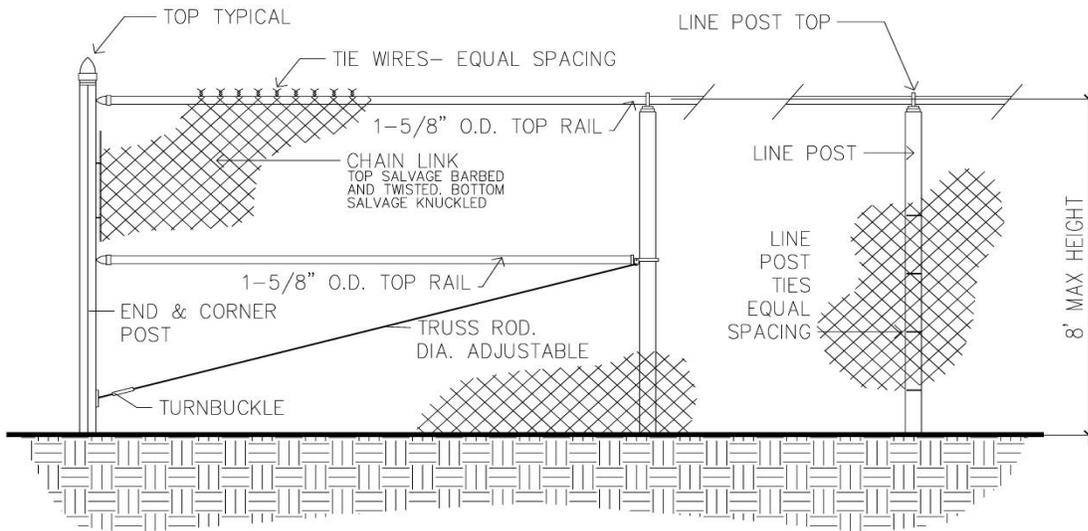


Figure 11-2 Industrial Uses – Chain Link

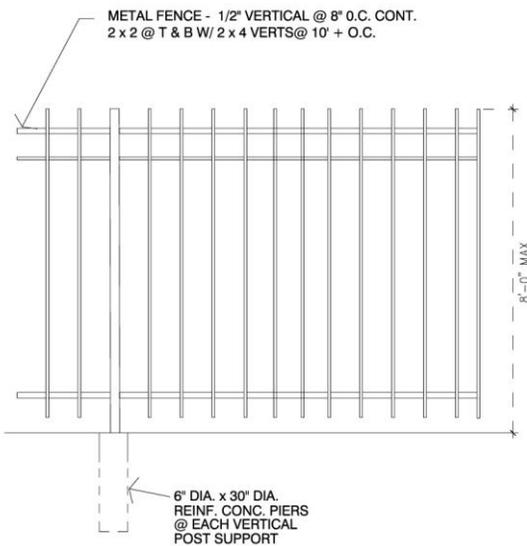


Figure 11-3 Industrial Uses – Example of Decorative Fence Required in View from a Public Right of Way

**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 12-2 Secondary Identification Signage

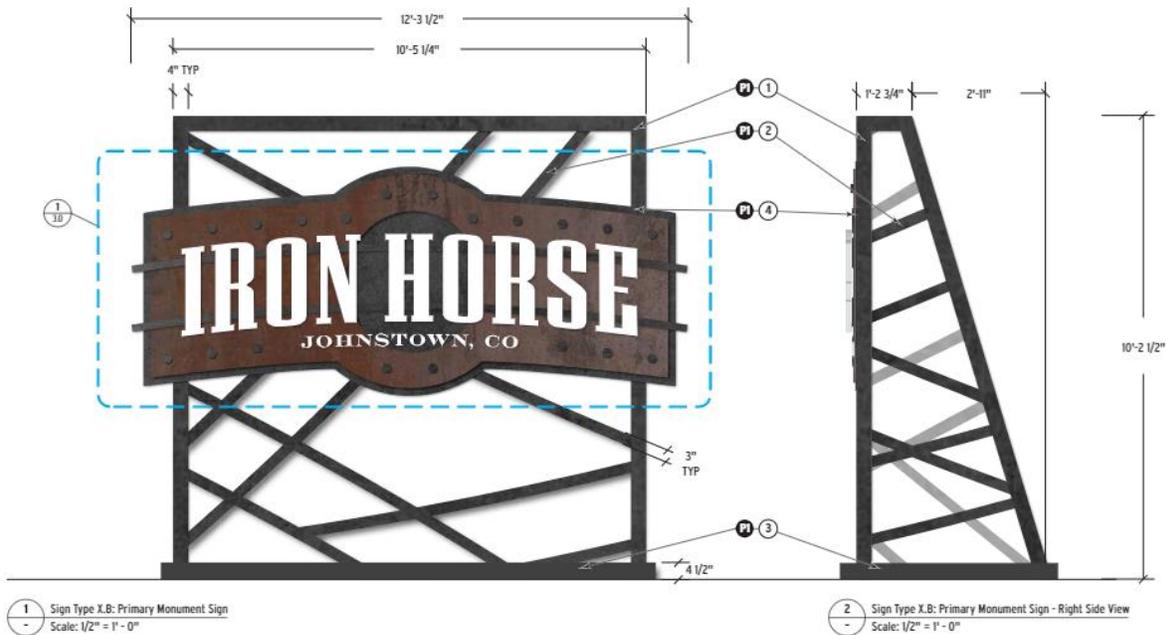


Figure 12-1 – Primary Project Identification Signage Revised Sign Design 2021

**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 13-1

Light Levels at Initial Installation\*

Minimum horizontal illuminance	Maximum Uniformity Ratio (max. to min.)		Maximum average illuminance	Minimum vertical illuminance
Commercial parking areas	0.5	10:1	2 foot-candles	0.2 foot-candles
Industrial, office parking areas	0.2	10:1	1 foot-candles	0.1 foot-candles
Parking areas – schools	0.1	20:1	0.5 foot-candles	NA

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

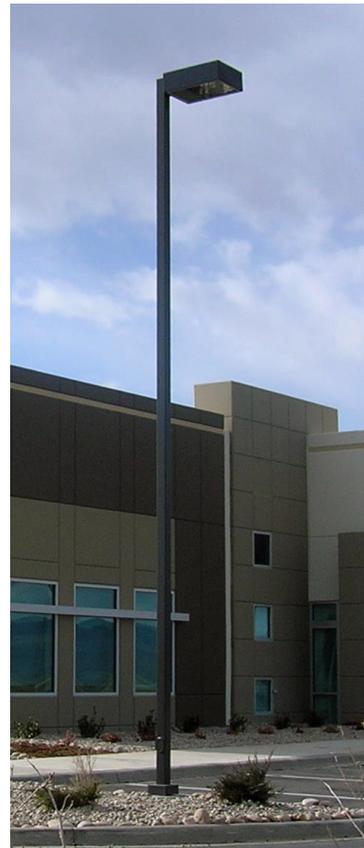


Figure 13-2

**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



Figure 2-13 Industrial Uses



Figure 2-14 Industrial Uses



Figure 2-15 Industrial Uses



Figure 2-16 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



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

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





# Town of Johnstown

December 22, 2020

Wendi Cudmore  
McWhinney Real Estate Services, Inc.  
*Delivered via email only:* [Wendi.Cudmore@mcwhinney.com](mailto: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 18<sup>th</sup>. 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 18<sup>th</sup>, 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.

*The Community That Cares*

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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 be 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 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 uses 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 do 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](mailto:kmeyer@townofjohnstown.com)

cc: Kristin Cote, Planner I  
Matt LeCerf, Town Manager  
File

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**CANDIDATE INTERVIEW QUESTIONS**  
**JOHNSTOWN PLANNING AND ZONING COMMISSION**

**Applicant:** \_\_\_\_\_

1. Tell us about yourself and your interest in serving on the Planning & Zoning Commission.
  
2. Do you have any prior municipal government experience?
  
3. How do you see your role and duties as a Planning Commission member in town government?
  
4. Describe your understanding of the relationship and interaction between the Planning Commission and the City Council.
  
5. Tell us about your understanding of current development codes - and how we would want to be informed with regards to a new development application?
  
6. In your view, what is the primary concern related to new development?
  
7. How do you feel about the recent expansion of Johnstown and northern Colorado?
  
8. Have you ever been personally involved as an owner or developer?
  
9. As a citizen, what do you feel is the most important role the Planning and Zoning Commission plays (or should play) with regard to a new development?
  
10. Do you have a basic understanding of what is involved with the process that a developer must do to present an application to the town?



# Town of Johnstown

## ADVISORY COMMITTEE, BOARD OR COMMISSION APPLICATION

I REQUEST APPOINTMENT TO (Circle one)

Cemetery Committee

Housing Authority

Planning and Zoning Commission

FIRST AND LAST NAME: Cameron Singh

EMAIL ADDRESS [REDACTED] PHONE NUMBER: [REDACTED]

RESIDENCE ADDRESS (Street, City, State, Zip)

[REDACTED] Ronald Reagan Blvd. [REDACTED] Johnstown, CO, 80534

MAILING ADDRESS - if different than above (Street, City, State, Zip)

\_\_\_\_\_

HOW LONG HAVE YOU LIVED IN JOHNSTOWN? 1 month

OCCUPATION & EMPLOYER:

DIRECTOR OF CONSULTING SERVICES, BUSINESS AVIATION GROUP LLC

VOLUNTEER AND/OR WORK EXPERIENCE:

Various leadership roles with Signature Flight Support (2012-2021)

Extensive community involvement in all areas that I have lived in

\_\_\_\_\_

\_\_\_\_\_

Continue to next page for questionnaire.

1. Are you presently serving on Town Council or on an appointed committee, board or commission? If so, which one(s)?

None

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2. Why do you wish to be appointed?

I would like to be involved within the community and a part of bringing in business and development into Johnstown.

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3. List any abilities, skills, or interests which are applicable to the position for which you are applying:

I have experience working with big companies in bringing business at an airport.

---

I like to see the city that I live in thrive and grow.

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4. Are you committed to attending meetings? Yes

5. Are you committed to serving an entire term? Yes

6. Please specify any activities which might create a serious conflict of interest if you should be appointed to a particular board, commission or committee.

No conflict of interest

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7. Although you are not required to have extensive knowledge or experience related to the board, commission or committee, please list any licenses, certificates or other specialized training applicable to the board, commission or committee for which you are applying.

Experience working with real estate development and leases

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8. Additional information or references you believe may be helpful in considering your application.

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9. If you are not appointed at this time, are you interested in serving in the future?

(Circle one)

YES  NO

10. May we contact you in the future if a vacancy opens?

(Circle one)

YES  NO

10. What interests you most / least about the position?

Being a part of community growth. The Northern Colorado region is a booming economy. Loveland and Fort Collins seem

to be gaining economic growth. Johnstown needs to be at the forefront and attract development in the town.

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11. What do you like most / least about the Town of Johnstown?

The town needs growth and needs to bring development and big businesses to help stimulate economic growth.

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12. What would you like to see the Town accomplish in the next two (2) years?

Bringing in notable brands and businesses that will help the Town stand out within the region.

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13. What is your philosophy on growth?

Never stop growing; there is always room for growth

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14. What changes would you like to see occur in the Town of Johnstown?

Economic transformation

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15. Why should you be appointed?

I am dedicated in everything that I do and I truly care about the community that I live in.

---

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Signature           Cameron Singh           Date 11/11/2021

*\*Please complete this form in its entirety using the space provided and return to the Town Clerk by emailing a scanned copy to [dseele@townofjohnstown.com](mailto:dseele@townofjohnstown.com) or by dropping it off at Town Hall (450 S. Parish Ave, Johnstown, CO 80534). With questions, please call 970-587-4664.*

The Community That Cares

johnstown.colorado.gov

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# Town of Johnstown

## ADVISORY COMMITTEE, BOARD OR COMMISSION APPLICATION

I REQUEST APPOINTMENT TO (Circle one)

Cemetery Committee

Housing Authority

Planning and Zoning Commission

FIRST AND LAST NAME:

JAMES (Jim) HATFIELD

EMAIL ADDRESS: @gmail.com PHONE NUMBER: 720-771-8914

RESIDENCE ADDRESS (Street, City, State, Zip)

Hickory Lane, Johnstown, CO 80534

MAILING ADDRESS - if different than above (Street, City, State, Zip)

same

HOW LONG HAVE YOU LIVED IN JOHNSTOWN?

15 yrs (2006)

OCCUPATION & EMPLOYER:

See Firmware Engineer, Standards Engineer - Seagate Technology  
Longmont, CO

VOLUNTEER AND/OR WORK EXPERIENCE:

Work = Software/Firmware engineer (45 yrs), chair & write international  
standards for computer security and storage (Hard Drives).

Volunteer = tutoring, mentoring, 4H leader in JT for 1-2 yrs, HOA

for Clearview (president, for 13 yrs); Run an annual MATHCOUNTS  
competition for grades 6-8, JT Cemetery Committee,  
attend JT Council meetings when I can.

Continue to next page for questionnaire.

1. Are you presently serving on Town Council or on an appointed committee, board or commission? If so, which one(s)?

Yes - Cemetery Committee (meets as needed). I helped  
to revise the policies and rules in 2020-2021

2. Why do you wish to be appointed?

I want to contribute to JT in a meaningful way.  
I've lived in JT for 15 years, and want to give back.

3. List any abilities, skills, or interests which are applicable to the position for which you are applying:

Decades of experience with standards committees (leader,  
participant), long meetings, reviewing large documents). I  
ask questions that nobody thought of before, I can  
offer a fresh perspective.

4. Are you committed to attending meetings?

Yes!

5. Are you committed to serving an entire term?

Yes!

6. Please specify any activities which might create a serious conflict of interest if you should be appointed to a particular board, commission or committee.

Occasional travel for work

7. Although you are not required to have extensive knowledge or experience related to the board, commission or committee, please list any licenses, certificates or other specialized training applicable to the board, commission or committee for which you are applying.

I am highly skilled at reviewing large documents,  
correlating with laws and standards, participating in committees

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8. Additional information or references you believe may be helpful in considering your application.

---

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9. If you are not appointed at this time, are you interested in serving in the future?

(Circle one)

YES  NO

10. May we contact you in the future if a vacancy opens?

(Circle one)

YES  NO

10. What interests you most / least about the position?

I am very interested in what is developing around JT.

By the time a proposal gets to the Town Council, it is really too late to comment on or have meaningful impact.

I want to be able to participate in community development in a meaningful way. The PZC is the best place to do

that, without being a town employee.

11. What do you like most / least about the Town of Johnstown?

most: It's still small. I fled from Westminster and Broomfield when the mega-shopping centers and traffic got bad.

least: Discussions and decisions appear to be made behind closed doors, and the Town Council mainly rubber-stamps those decisions.

12. What would you like to see the Town accomplish in the next two (2) years?

work with CDOT on several projects (I-25/660, 1st at COLO/Carlson)

work towards better interconnection between our neighborhoods

work towards better connection to public transit.

13. What is your philosophy on growth?

- Don't impede growth, but don't make it #1 priority
- encourage development, especially for small business
- expand the tax base to pay for infrastructure projects
- minimize local traffic impacts in growth areas

14. What changes would you like to see occur in the Town of Johnstown?

more vital downtown retail near YMCA, make JT a destination of entertainment, unite the far-flung parts of JT. Maybe some sort of within JT transportation network? Better broadband.

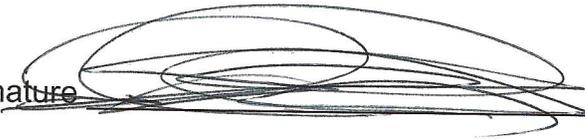
while I love Hays Market, residents have been asking for a long time. 2534 and TRR area in a food desert.

15. Why should you be appointed?

I have a fresh perspective, and ask new types of questions. I am willing and able to serve the town I live in.

I have a deep calling to give back to my community

Signature



Date April 30, 2021

\*Please complete this form in its entirety using the space provided and return to the Town Clerk by emailing a scanned copy to [dseele@townofjohnstown.com](mailto:dseele@townofjohnstown.com) or by dropping it off at Town Hall (450 S. Parish Ave, Johnstown, CO 80534). With questions, please call 970-587-4664.

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# Town of Johnstown

## ADVISORY COMMITTEE, BOARD OR COMMISSION APPLICATION



**Michelle Campbell**  
950 N Greeley Ave  
Johnstown, CO 80534

I REQUEST APPOINTMENT TO (Circle one)

Cemetery Committee

Housing Authority

Planning and Zoning Commission

FIRST AND LAST NAME: Michelle Campbell

EMAIL ADDRESS: [REDACTED] @gmail.com  
PHONE NUMBER: [REDACTED]

RESIDENCE ADDRESS (Street, City, State, Zip)

[REDACTED] N. Greeley Ave, Johnstown, Co. 80534

MAILING ADDRESS - if different than above (Street, City, State, Zip)

HOW LONG HAVE YOU LIVED IN JOHNSTOWN?

3 months  
52 years in  
Colorado.

OCCUPATION & EMPLOYER:

Hays Market-

VOLUNTEER AND/OR WORK EXPERIENCE:

University of Colorado B.S. Political Science  
Public Service option. 1991  
Coors Brewing Co 1979-2011  
Flations Community Church - Childrens Ministry.  
Lafayette Colorado

Continue to next page for questionnaire.

1. Are you presently serving on Town Council or on an appointed committee, board or commission? If so, which one(s)?

NO.

2. Why do you wish to be appointed?

When moving to Johnstown, we chose this community because of its values & history. Want to be a part of preserving & protecting Johnstown.

3. List any abilities, skills, or interests which are applicable to the position for which you are applying:

32 years Coors Brewing Co- project management experience as a stakeholder in major projects.

4. Are you committed to attending meetings?

yes -

5. Are you committed to serving an entire term?

yes -

6. Please specify any activities which might create a serious conflict of interest if you should be appointed to a particular board, commission or committee.

None -

7. Although you are not required to have extensive knowledge or experience related to the board, commission or committee, please list any licenses, certificates or other specialized training applicable to the board, commission or committee for which you are applying.

NA

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8. Additional information or references you believe may be helpful in considering your application.

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9. If you are not appointed at this time, are you interested in serving in the future?

(Circle one)

YES  NO

10. May we contact you in the future if a vacancy opens?

(Circle one)

YES  NO

10. What interests you most / least about the position?

Looking forward to being a part of a team that has a common goal. I enjoy planning & problem solving.

11. What do you like most / least about the Town of Johnstown?

Johnstown has a community base & feel that so many towns along the front range has lost.  
- I am concerned, but <sup>also</sup> eager to provide insight about new growth in Johnstown.

12. What would you like to see the Town accomplish in the next two (2) years?

- stabilize old downtown business district,  
- ~~support~~ - support for <sup>seniors</sup> in a transport service. Either funded by the town or staffed by volunteers.

- Successful transition to the new Roosevelt H.S. and planning for the old school grounds.

13. What is your philosophy on growth?

Planning needs to be more thorough than what I have seen over the last 10 years or so here in Colorado. Infrastructure & quality of life impacts need to be well thought out. And if the

14. What changes would you like to see occur in the Town of Johnstown?

Timing of a development is not right, we need to turn away developers.

14. Very pleased with our community - very concerned about what traffic will do to our town.

15. Why should you be appointed?

Life long Colorado Resident, have seen many significant changes over the last 50 years. My insight has real value.

Signature

Mickie A. Campbell

Date

11/11/2021

\*Please complete this form in its entirety using the space provided and return to the Town Clerk by emailing a scanned copy to [dseele@townofjohnstown.com](mailto:dseele@townofjohnstown.com) or by dropping it off at Town Hall (450 S. Parish Ave, Johnstown, CO 80534). With questions, please call 970-587-4664.

The Community That Cares

[johnstown.colorado.gov](http://johnstown.colorado.gov)

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