BOARD OF ADJUSTMENT AND
PLANNING & ZONING COMMISSION MEETING
7:00 PM, Wednesday, October 13, 2021

BOARD OF ADJUSTMENT AGENDA

I. Call to Order

II. Roll Call

III. Approval of Agenda

IV. Approval of Minutes:
   1. September 29, 2021

V. Adjournment

PLANNING & ZONING AGENDA

I. Call to Order

II. Approval of Agenda

III. Approval of Minutes:
   a. September 29, 2021

IV. Public Comments Regarding Items Not on the Agenda (limited to 3 minutes each)

V. New Business
   a. PUBLIC HEARING Johnstown Area Comprehensive Plan
   b. PUBLIC HEARING Welty Ridge ODP - Amendment
   c. PUBLIC HEARING Whitehall Subdivision - Final Subdivision
   d. PUBLIC HEARING Johnstown Village Tract P - Preliminary Subdivision and PDP

VI. Department Report

VII. Commissioner Reports

VIII. Adjournment
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, Storms, and Chairman Weber.

Commissioner Storms requested a friendly amendment to the Agenda adding a Commissioner Report Motion as number “V”. M to approve with amendment: M Weber / 2nd Grentz. Unanimous verbal approval.

The hearing for the PUBLIC HEARING for the Variance request for Uncle Benny’s Marketplace Resubdivision (VAR21-0001) was opened. Director Kim Meyer provided a brief presentation of municipal code sections describing an overview of the duties and intent of the Board of Adjustment and the purpose and criteria of a variance per the Johnstown Municipal Code.

Planner Kristin Cote presented the project overview and staff’s findings. C. Storms questioned Lot 2, which is the lot of the subject of the variance request. He inquired about any topographical anomalies. Questioned unnecessary hardship – what is staff’s interpretation of the hardship. Cote noted the shape of the overall lot make it difficult to configure smaller lots to meet the needs of the development-interested parties; the Comprehensive Plan does include a policy to allow market-driven development; and anecdotal reports from the lot owner and prospective developer. C. Storms notes market criteria is not a part of the criteria the BOA should take into account. Pucetti asked if our referral agencies had also reviewed this, any concerns expressed by Fire. Meyer noted this had been taken to and been reviewed by Fire, Public Works, and other departments. Uncle Benny’s (Applicant) representative Jason Hepp, 528 A St, Berthoud, Colorado, introduced his company and explained some of the rationale of the proposed lot layout. C. Storms had questions about the flagpole – why not a different flagpole that would not require a variance? Hepp noted that there is a full loop proposed connecting all these lots.

Meyer noted this code requirement typically applies to residential lots, but Johnstown’s code doesn’t differentiate this situation exists elsewhere in Town. Hayward asked about how utilities would function – Hepp noted that would be determined through the development process. What is driving the request for 4 lots vs 3, and pulling access from LCR 3E? Hepp noted they have two users for the “middle” lots so were designing lots for those users.
Public hearing was closed. C Storms made comments related to the duties of the BOA as the quasi-judicial body. He notes that there is a question as to whether CRS criteria apply or not as a home rule; he believes it does and the criteria should apply. Shared case law. Market driven should not dictate. Grentz notes that the variance is only required due to that additional lot. Flores also notes that given the variance request based on market conditions, the Applicant didn’t address that in their notes.

Motion to Approve - Flores / 2nd: Hayward 4 – 2 – 1A (Puccetti).

Commissioner Storms noted his resignation from the BOA, effective at the adjournment of the meeting. The meeting was adjourned at 7:53 P.M.

Respectfully Submitted: Kim Meyer, Director       Bruce Weber, Chair

______________________________

Kim Meyer
SUMMARY MINUTES

Meeting called to Order by Chair Weber at 7:54 P.M.

Attendance: Present were Commissioners Flores, Grentz, Hayward, Puccetti, Salo, Storms, and Chairman Weber.

Approval of Minutes:
August 11, 2021 – M Grentz/ 2nd Weber 4-0-3A (Salo, Pucetti, Hayward - all not yet appointed.)
September 15, 2021 – M Grentz / 2nd Weber 6-0-1A (Flores absent)

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

Public Hearing was held for Case# SUB21-00XX Uncle Benny’s Marketplace Re-Subdivision. Planner Cote presented the staff’s review and finding. The Variance was approved to permit Lot 2 to not abut the public street. Right of way will be dedicated for LCR 3E. The subdivision is in substantial conformance with the town’s regulations, codes, and specifications – construction drawings and detailed development plans

Jason Hepp represents the Applicant. No questions of the Applicant.

Hearing was closed. Commissioners had no additional discussion.
Motion to Recommend approval: C. Flores / 2nd Hayward 6-0-1A (Pucetti)

Logan Simpson, consultant, provided an overview presentation of the update to the Johnstown Area Comprehensive Plan. Meyer noted the anticipated timeline for adoption.

Kim Meyer gave a brief departmental report.
The meeting was adjourned at 8:50 PM.

Respectfully Submitted
Kim Meyer, Director:

Accepted:
Bruce Weber, Chair
PLANNING & ZONING COMMISSION
STAFF ANALYSIS REPORT

ITEM: Public Hearing and Consideration of Final Draft of the 2021 Johnstown Area Comprehensive Plan

DESCRIPTION: 2021 Johnstown Area Comprehensive Plan is a complete update to all sections of the current plan document (2006).

LOCATION: Town-wide and applies to the Growth Management Area (GMA)

APPLICANT: Town of Johnstown – Planning & Development Department

STAFF: Kim Meyer, Director

HEARING DATE: October 13, 2021

ATTACHMENTS
1. Final Public Draft 2021 Johnstown Area Comprehensive Plan
2. Logan Simpson 9-27-21 Presentation of Overview of the Plan

PROJECT SUMMARY
With the significant growth the Town has experienced in both commercial and residential land uses, extensive floods that occurred in 2013 and shifted the regulatory floodplains for major rivers, and some significant transportation planning actions in recent years, the Town chose to embark on a full update to the Johnstown Area Comprehensive Plan in Spring of 2020, with Logan Simpson used as the Town’s consultant to assist the Town with this update. The onset of the COVID-19 global pandemic modified the project’s timelines and community engagement plans. Through a variety of social media and digital outreach campaigns, 1238 community responses were received on-line, as well as information and perspectives gathered from more focused stakeholder interviews conducted via remote online meetings.

COMPREHENSIVE PLAN HISTORY
The Town of Johnstown appears to have started its foray into master / comprehensive planning in 1981 with the initial adoption of the Master Land Use Plan; at the time Johnstown encompassed approximately 2,184 acres, about 3.41 square miles. The planning area for growth included residential extending east from just east of Telep Ave, another quarter section – to where Rolling Hills Ranch sits today; north along WCR 50 (Veterans Parkway); south to about the RR tracks south of Hwy 60, and following the Little Thompson River; and heavy industrial uses filling in east to the Central Waste Water Treatment Plant.
A 1998 update followed, noting about 2500 residents at that time, and where the Town’s planning area expanded greatly to “60 sections” of land, equal to 60 square miles – from north to US 34, west to WCR 7, south to WCR 38, with the east boundary generally along WCR 19, but extending to Hwy 257 in the north – an area that extends farther than the current ~48 Square mile “Growth Management Area” (GMA).

For the 2001 update, the estimated current population was approximately 3,800 residents (2000); with projections up to 10,000 by 2020. The Land Use Map starts to look more like the map being considered with the 2021 update, with a higher level of intensity and density at major corners and transportation corridors – using more traditional “commercial,” and “residential” designations, but with a seemingly similar intent. With the 2006 Comprehensive Plan update, the Town starts to address recent growth pressures and considers such factors as process predictability, flexibility, land use balance and self-sufficiency. Reporting 8,900 residents, the 2006 plan projects the population to expand to 14,000 by 2015. The Land Use Framework Plan starts to acknowledge competing planning and development interests for land between neighboring municipalities, and pulls the GMA back to its near-current boundary.

PUBLICATION & AWARENESS
This project has experienced significant visibility on the Town’s website and social media platforms, and has been able to engage a relatively large number of resident and businesses in the community. A Discussion Draft was available online from mid-November of 2020 through May of 2021, when significant revisions and updates were made. The Final Draft has been republished online – with the ability to comment directly on that link – since mid-September 2021; as well as included on the Town website, social media, and the newsletter. Notification of the public hearings for Planning & Zoning Commission and Town Council were published in the Johnstown Breeze on October 7th.

THE PROCESS
The Planning & Development Staff were actively involved in all aspects of this update and process, and feel that the proposed plan accurately reflects the sentiments shared through the extensive outreach efforts.

The Steering Committee was comprised of the Planning & Zoning Commission members, Councilwomen Amy Tallent, to provide a Council perspective, and Alex Sauer, as an Ag/Rural representative with deep roots in the community. Stakeholders interviewed included HOA representatives, staff from neighboring municipalities and counties, Downtown business representatives, and a youth perspective offered by several students of Roosevelt High School. Key town staff from the Town Manager’s office, Public Works, and Communications also played key roles in helping craft the implementation strategies and ensuring a broad perspective overall.

OVERVIEW OF THE PLAN
The proposed Plan took into account the recent Mission, Vision, and Values discussion from Town Council and built on that foundation. From the public input received, some very consistent points emerged, leading the Plan to establish the primary themes of Johnstown being: Resilient, Vibrant, and Connected.
From this place, primary goals – 12 of them – and nearly 60 actionable “implementation strategies” were developed to specifically identify and target tasks that would start to move Johnstown towards realization of these ideals. Those strategies were broken down into sections that then influence:

- Where we Live
- Where we Work & Shop
- Where we Play
- How we Move
- How we Serve

The most impactful change may be moving away from directing specific land uses to specific areas, to acknowledging that much of the development Johnstown has to date, and is working to implement in the near future, involves a wider mix and meshing of land uses. Higher density residential areas adjacent to commercial areas and/or as a buffer between commercial and a lower density residential neighborhood; a desire for neighborhood goods and services closer to developing and existing residential neighborhoods for convenience and to lessen the need to drive, out of the way or at all, to grab essentials. Areas begin to be described as High to Very Low “Density / Intensity Areas” and discussion of high level characteristics related to the type of uses or densities one might expect to find there. There is also a hatch identifying where some prime agricultural lands may exist for future preservation action. The intent is to avoid the “line” between one use and another, and the need to amend the Lane Use Map as users/uses become known within a development – creating a more fluid and flexible approach to land use planning.

The Plan identifies and highlights the importance of agriculture to the area and to the cultural heritage of Johnstown, and identifies some initial strategies that might begin to actively address how this interaction may function, and that value be protected, over time.

The Implementation Strategies section is a restatement of strategies identified earlier in the Plan, in one place, with “Champions” and Partners identified to start creating an action plan for implementation of the Plan’s policies and overall guidance. The intent is to create a workbook like section that can be written in, updated with regular accountability reviews, modified on an annual or bi-annual basis based on priorities and resources, and otherwise used as a quick “go-to” guide for “what do we do next?”

**STAFF RECOMMENDATION**

The Planning & Zoning Commission is tasked, by JMC §2-186, with preparing a master plan, holding a public hearing, and – once approved by the Commission – refer the plan to the Town Council for Adoption by Council Resolution.

Given the Commission’s involved role in the Steering Committee that prepared this plan, the data and guidance provided by the consultants, and the public comments received to date, Staff believes this plan is an honest reflection of the comments and concerns of all parties involved in the process and should be Approved by the Commission, with a recommendation for Adoption to the Town Council.
RECOMMENDED MOTION
I move that the Planning & Zoning Commission approve this 2021 Johnstown Area Comprehensive Plan, and refer this plan to the Town Council for Adoption.

Planner:

Kim Meyer, Planning & Development Director
ACKNOWLEDGMENTS

COMMUNITY MEMBERS
Thanks for your continued dedication throughout the planning process. Your input was invaluable in the creation of this plan.

MAYOR AND COUNCIL MEMBERS
Mayor Gary Lebsack
Mayor Pro Tem Chad Young
Amy Tallent
Damien Berg
Jesse Molinar, Jr.
Kevin Lemasters
Troy Mellon

TOWN STAFF
Matt LeCerf, Town Manager
Kim Meyer, AICP, Planning & Development Director
Krisztin Cote, Planner I
Darryl Wolnik, Planner II
Jamie Desrosier, Communications Manager

LOGAN SIMPSON DESIGN INC.
Bruce Meighen, Principal
Jennifer Gardner, Project Manager
Emily Morales, Assistant Project Manager
Melissa Ruth, Planner
Kristy Bruce, GIS Analyst
Maria Michieli-Best, Graphics

STEERING COMMITTEE/ PLANNING & ZONING COMMISSION
Alex Sauer, Rural/Ag Liaison
Amy Tallent, Town Council Liaison
Bruce Weber
Isaiah Flores
Jason Grentz
Larry Storms
Lila Montez
Patricia Kiovsky
Paul Kingsolver

PLAN AT A GLANCE

THE PROCESS
This Plan was a community driven process that listened to and responded to those that live, work, and play in Johnstown; ultimately giving the community an opportunity to develop policies and programs that are shaped by them and for them.

COMMUNITY INPUT
19 STAKEHOLDER INTERVIEWS
1,238 ON-LINE QUESTIONNAIRE & QUICK POLL RESPONSES
1,200 FACEBOOK PARTICIPATION (SHARES, LIKES, COMMENTS, ETC.)
7 PLAN AUDITORS
7 STEERING COMMITTEE & COUNCIL WORK SESSIONS
VIRTUAL TOWN HALL WITH 700 VIDEO VIEWS

THEME IDENTIFICATION
DIVERSE (COMMUNITY, ECONOMY, & LAND USES)
SMALL TOWN, FAMILY FRIENDLY
ALTERNATIVE & SAFE TRANSPORTATION MODES
PRESERVED HERITAGE, FARMLAND, & OPEN SPACE
FORWARD THINKING, ADAPTIVE
CONNECTED (PEOPLE & PLACES)
IMPROVED OUTDOOR RECREATION
WHAT WE HEARD: OPPORTUNITIES TO MAKE OUR TOWN MORE...

RESILIENT
- Maintain natural buffers around town.
- Encourage a balance of land uses.
- Diversify housing stock.
- Preserve agricultural heritage.
- Preserve historical architectural heritage.
- Work to support strong fire and school districts.
- Mitigate floods and natural hazards.

VIBRANT
- Needed services:
  - Grocery store/drug store
  - Light industrial/employment
  - Medical
  - Attract more retail, restaurant, and entertainment options.
  - Promote outdoor cafes, art galleries, hobby shops.
  - Develop sustainable business opportunities.

CONNECTED
- Strong neighborhoods, connected to the larger community and to a wide range of recreational and wellness opportunities.
- Safe and accessible motorized and non-motorized transportation options.
- Neighborhoods and businesses supported by reliable infrastructure, including broadband.
- Small town feeling of being welcome, safe, and engaged.
- Community activities and spaces that bring neighbors of all ages together.
- Relationship to surrounding natural lands and agricultural uses.

GUIDING PRINCIPLE
Johnstown celebrates our small-town heritage built from strong agricultural roots. We promote dynamic approaches to innovation and new trends while maintaining our quality of life. Johnstown is a resilient, vibrant, and connected community that offers diverse and inclusive opportunities for generations of residents to live, work, and play.

THREE INTEGRAL THEMES

1. Johnstown is Resilient
   Johnstown’s culture, values, and mix of land uses, services, and natural amenities cultivate our high quality of life and adaptability as a resilient community.

2. Johnstown is Vibrant
   Johnstown is a vibrant community that leverages our walkable, historic downtown, and traditional neighborhoods, with new innovative commercial and residential areas, offering diverse opportunities to enjoy and create lively and thriving business areas, neighborhoods, and civic spaces.

3. Johnstown is Connected
   Johnstown provides a purposefully-designed and connected network of neighborhoods, transportation routes, events, services, and spaces to create a safe and inclusive environment for our diverse and growing community.

OVERARCHING POLICY STATEMENTS

WHERE WE LIVE
Where we live should be a safe and connected network of neighborhoods that offer all residents opportunities to live, work, and play in Johnstown.

WHERE WE WORK & SHOP
Where we work and shop should capitalize on our historic downtown, agricultural heritage, and strategic location along the I-25 to cultivate businesses that can offer diverse jobs and services strengthening our community resilience and maintaining our vibrant community character.

WHERE WE PLAY
Where we play should incorporate natural and cultural values to develop and support year-round recreational opportunities that are inclusive of and accessible to all and that contribute to the health and wellbeing of our diverse and growing community.

HOW WE MOVE
How we move should rely on safe and inclusive multi-modal transportation options that connect residents and visitors with each other and to jobs, services, and recreation opportunities within and beyond town boundaries.

WHERE WE SERVE
How we serve should provide an efficient and consistent level of public services and amenities that are conducive to making our town resilient, vibrant, and connected.

THE RESULT
Using the Guiding Principle and Integral Themes as a foundation for the Johnstown Area Comprehensive Plan, the community-informed opportunities were turned into the below overarching policies statements to direct the future of our town. As Johnstown continues to grow, it is important that residents, businesses owners, and governmental and non-governmental groups, among others, keep these policy statements present in their day-to-day work to ensure that conversations and actions contribute to making Johnstown a more resilient, vibrant, and connected community.
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3. Development of the Plan
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- **Where we Play**
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3. Goals
4. Strategies

## CHAPTER 5: FUTURE LAND USE

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## APPENDICES

- Appendix A: Glossary of Terms
- Available on Town Website:
  - Appendix B: Phase 1 Community Involvement Summary
  - Appendix C: Phase 2 Community Involvement Summary
  - Appendix D: Phase 3 Community Involvement Summary
WHY THE PLAN UPDATE?

Much has changed since the Town’s last Comprehensive Area Plan, adopted in 2006. As one of the fastest growing municipalities in the Front Range, Johnstown has grown from approximately 8,900 residents in 2006 to an estimated 18,000 in 2020. While prior developments were dominated by residential subdivisions near the Town’s traditional core, more recent developments have been dominated by mixed-use, retail, and employment projects in the Town’s northwest. This updated plan anticipates and accommodates future growth within the Town’s Growth Management Area (GMA) while working to connect and harmonize the traditional and newer areas of the town.

The development and adoption of a Comprehensive Plan is mandated through Colorado Revised Statutes (C.R.S. 31-23-206) to be used as a long-range guiding documents that provide the policy framework for implementing regulatory tools like zoning, subdivision regulations, annexations, and updates to Town codes and standards. Colorado State Statute also stipulates that Comprehensive Plans must remain relevant. For this reason, the Johnstown Area Comprehensive Plan (the Plan) is intended to be flexible, adapting to changing conditions and unanticipated events. The Plan is recommended to be annually audited for progress, and reviewed and updated every five years. Minor modifications may occur in interim years whenever major demographic shifts or policy changes occur that would impact the accuracy and direction of the elements in this Plan.

WHO IS THIS COMPREHENSIVE PLAN FOR?

This Plan provides high-level direction for the future for the 48-square mile Growth Management Area (Map 1). This Plan is designed for Town leaders to guide and for community members to understand future development and redevelopment considerations for the Johnstown area from now into the next 20 years. The Plan is designed for:

- Planning & Zoning Commission, Town Council, and Town staff to make decisions regarding:
  - Development applications
  - Provision and extension of community services and infrastructure
  - Regional coordination efforts with other jurisdictions and agencies
- Residents or potential buyers interested in the location of new streets, parks, trails, or community facilities and services; or how neighboring lands might develop.
- Business, property owners, or prospective developers interested in land use recommendations or development policies for their property.
- Adjacent jurisdictions interested in collaborating with the Town and managing their own growth and land uses.

The Plan can be used to inform updates and decisions based on Town plans for location and size of streets, parks and trails; improving our economic and activity centers; and guiding water, sewer, and other necessary infrastructure investments and improvements.

WHILE COLORADO’S LAW IDENTIFIES COMPREHENSIVE PLANS AS ADVISORY ONLY,

Zoning and land use regulations are meant to be developed in accordance with the Comprehensive Plan. Proposed land use changes are reviewed for compliance with the future land use map and goals in this Plan.
DEVELOPMENT OF THE PLAN

This Plan was developed with input from the community and the Planning & Zoning Commission, and will be adopted by Town Council. This work was done in three phases over a period of 13 months; from January 2020 to January 2021. As illustrated in Figure 1, all phases involved a public event series to listen to and respond to those that live, work, and play in the town. Community input served to substantiate existing policies and inform new ones, and to prioritize and direct implementable strategies. More importantly, it gave town residents an opportunity to develop policies and programs that are shaped by them and for them.

Outreach efforts were made possible thanks to contributions from key town staff who offered their invaluable support with day-to-day coordination, particularly as they navigated a heightened digital reality with the onset of the COVID-19 pandemic. Town staff supported the design and distribution of communication materials on the project’s website and on the Town’s social media platforms. They also assisted in distributing other tangible materials like yard signs and posters throughout the community.

FIGURE 1. PLAN TIMELINE
WHILE ENGAGEMENT EFFORTS TOOK PLACE PRIMARILY ON-LINE, the community was notably adept in keeping connected and engaged. The Appendix includes a summary of the different planning phases, including the methods of and results from the community engagement activities.

Another group that played an instrumental role in supporting and informing the process, was the Steering Committee (SC). SC Members (below) were a sounding board during the planning process, ensuring that every step of the process was consistent with the character of the community. They accomplished this by being active participants throughout the planning process, providing thoughtful ideas and valuable feedback; weighing-in on decisions; collaborating with other groups, and evaluating and editing the final plan draft proposed to the Planning & Zoning Commission. The Town Council also had multiple opportunities to contribute to the planning process at different stages throughout the development of the Plan.

STEERING COMMITTEE MEMBERS

<table>
<thead>
<tr>
<th>NAME</th>
<th>ORGANIZATION/ROLE</th>
</tr>
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<tbody>
<tr>
<td>Alex Sauer</td>
<td>Rural/Ag Liaison</td>
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<tr>
<td>Amy Tallent</td>
<td>Town Council Liaison</td>
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<td>Bruce Weber</td>
<td>Planning and Zoning Commission</td>
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<td>Paul Kingsolver</td>
<td>Planning and Zoning Commission</td>
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</tbody>
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ORGANIZATION OF THE PLAN

Chapter 2. Plan Foundation, highlights the elements that set the intention behind the Plan. Chapter 3. Johnstown Today, portrays a snapshot of existing conditions, accomplishments since the last Plan, desires from the community, and opportunities going forward. Chapter 4. Johnstown Tomorrow, presents the goals and strategies to achieve the Plan’s guiding principle and integral themes. Chapter 5. Future Land Use, offers a conceptual framework for the location, density and intensity of future development. Lastly, Chapter 6. Implementation Plan, outlines the implementation strategies, anticipated timeliness, and resources to steer the future of Johnstown.

RELATIONSHIP TO OTHER PLANS

This Plan is connected to other local and regional planning efforts. Coordination with these efforts is important and could inform the development and refinement of other plans. The plans of Larimer and Weld Counties, the North Front Range Metropolitan Planning Organization, and adjacent municipalities, such as Berthoud, Greeley, Loveland, Mead, Milliken, and Windsor should be taken into account to achieve the desired future for the larger North Front Range region. Coordination with regional entities may focus on regional transportation, land use compatibility, open space and wildlife protection, resource conservation, provision of water and sewer, and education and economic development, to mention a few. The Town also coordinates with our local special districts, such as fire, school, and library districts to help plan their future system improvements.

To access the most recent version of the plans listed below and other resources, please visit the Town’s Planning and Development Department website at [www.johnstown.colorado.gov/planning](http://www.johnstown.colorado.gov/planning).

- Zoning Map
- Various Design Guidelines
- Johnstown Transportation Master Plan
- Downtown Johnstown Improvement Master Plan
- Landscape Standards and Specifications
- Parks, Trails, Recreation and Open Space Master Plan
This Plan is the result of extensive community input. Initial outreach efforts sought to capture the community’s values (Figure 3), from which a series of ideas were distilled to develop the Plan’s preliminary Guiding Principles and Integral Themes (previously shown on page III). Before these could be finalized, a work session was held with the Steering Committee to ensure alignment with the Town’s Mission, Vision, and Values (MVV) (Figure 4). Together, these community-driven components served as the foundation for the plan.

**FIGURE 3. COMMUNITY’S VALUES WORD CLOUD**
Words submitted by the community. The larger the font, the more times it was repeated.

**FIGURE 4. TOWN OF JOHNSTOWN’S MVV**

<table>
<thead>
<tr>
<th>MISSION</th>
<th>VISION</th>
<th>VALUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhancing the quality of life of our residents, businesses, and visitors through community-focused leadership.</td>
<td>Connecting community with opportunity.</td>
<td>Johnstown CARES: Communication, Accountability, Respect, Excellence, Stewardship</td>
</tr>
</tbody>
</table>

Five elements, along with their respective policies, goals, and strategies were further distilled from community input to support the Plan’s Guiding Principle and Integral Themes. The interconnection of all these foundational pieces is illustrated on the Plan’s Foundation graphic (Figure 5) on the next page.
Plan’s Guiding Principle

Johnstown is Resilient

Johnstown is Vibrant

Johnstown is Connected

*Plan’s guiding principle and integral themes are described on page III.

WHERE WE LIVE
Where we live should be a safe and connected network of neighborhoods that offer all residents opportunities to live, work, and play in Johnstown.

WHERE WE WORK & SHOP
Where we work and shop should capitalize on our historic downtown, agricultural heritage, and strategic location along the I-25 to cultivate businesses that can offer diverse jobs and services—strengthening our community resilience and maintaining our vibrant community character.

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Where we play should incorporate natural and cultural values to develop and support year-round recreational opportunities that are inclusive of and accessible to all and that contribute to the health and wellbeing of our diverse and growing community.

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HOW WE SERVE
How we serve should provide an efficient and consistent level of public services and amenities that are conducive to making our town resilient, vibrant, and connected.
CHAPTER 3: JOHNSTOWN TODAY

OVERVIEW
This chapter presents a series of existing conditions "snapshots" to illustrate where the Johnstown community is today. The snapshots are based on the best and most recent available data from the Town of Johnstown, Weld and Larimer Counties, the Census, and other sources, including ‘what we heard’ from over 300 community submissions during the Plan’s first phase.

POPULATION DEMOGRAPHICS
Johnstown’s population and land area are split between Weld and Larimer counties, with most of the Town located in Weld County. Johnstown, like other Front Range communities, has experienced rapid population growth over the past decade; growing from a population of 10,096 in 2010 to an estimated 18,000 in 2020—a 78% increase. Future projections for Larimer and Weld Counties estimate a 2.5% annual growth rate from now into 2030 (Colorado State Demographer). This increase is likely to impact Johnstown due to its location and available land. As shown in Figure 6, Johnstown’s largest age group (32%) is under 18 years, indicating that Johnstown is attractive to families.

Furthermore, as shown below, while Johnstown is primarily White (80%) there is also a substantial Hispanic community (15%). This is a larger Hispanic representation than Larimer County (12%), although lower than Weld County (29%) or Colorado State (21%) (ACS 5-Year Estimates, 2019).

TABLE 1. ETHNICITY
(Source: ACS 5-Year Estimates, 2019)

<table>
<thead>
<tr>
<th>GROUP</th>
<th>PERCENT</th>
</tr>
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<tbody>
<tr>
<td>White alone</td>
<td>80</td>
</tr>
<tr>
<td>Hispanic (of any race)</td>
<td>15</td>
</tr>
<tr>
<td>Asian alone</td>
<td>3</td>
</tr>
<tr>
<td>Two or more races</td>
<td>1</td>
</tr>
<tr>
<td>Black or African American alone</td>
<td>1</td>
</tr>
<tr>
<td>American Indian alone</td>
<td>0</td>
</tr>
<tr>
<td>Native Hawaii &amp; other Pacific Islands alone</td>
<td>0</td>
</tr>
<tr>
<td>Some other race alone</td>
<td>0</td>
</tr>
</tbody>
</table>
WHERE WE LIVE

EXISTING CONDITIONS

Housing Demographics

Johnstown is a family-oriented community with 3,872 families, about 75% of town residents. Johnstown’s average household size is 2.87 people—a little bigger than the state’s average at 2.56.

As of 2019, Johnstown had a total of 5,329 housing units. The housing stock is fairly new, with nearly three-quarters of the homes built in 2000 or later.

The median property value in Johnstown is $283,400 and over 75% of the housing stock is valued between $200,000-$400,000.

Housing Types

As of 2019, 90% of housing units in Johnstown were single-family, detached homes on individual lots. Approximately 5% of housing was apartment-style housing, 3% were single-family, attached, and 1% were mobile homes. Over half of Johnstown’s housing units are two and three-bedroom homes. A majority of the other homes are four-to-five bedrooms. Very few studio and one-bedroom units have been built. The predominant housing type in Johnstown is a two- or three-bedroom single-family detached home. These types of homes are generally occupied by families with children still in the house. However, the lack of smaller studio and one-bedroom units as well as apartment or attached units such as townhouses, creates a barrier for lower- or fixed-income and first-time home buyers looking to establish a home in Johnstown. It is noteworthy that residential development continues to grow at a relatively high rate, and newer high-density multifamily projects have been built in recent years near activity centers—with more than 700 new units added in the past two to three years.

Occupancy & Vacancy Rate

Vacancy status is an indicator of the housing market and is used to assess the demand for housing and identify housing turnover. Johnstown’s homeowner vacancy rate is .8%, meaning that over 99% of homes are currently occupied. Additionally, Johnstown’s owner-occupancy rate is high (89%). These numbers indicate a very stable housing situation for most residents, but also highlights the possibility that those new to Johnstown, seeking a different lifestyle (i.e., low maintenance living, newlywed/empty-nester), or seeking housing for the first time may have difficulty finding appropriate and affordable housing. This scenario would be even more difficult when looking for rental properties as the vacancy rate is 0%, meaning the whole rental stock is currently occupied.

Housing Affordability

One indicator of housing affordability is the ability of residents to purchase a home. Housing is considered affordable if it costs about one-third or less of what the people living in the area earn, also known as the Area Median Income (AMI). The median income for all cities across the country is defined each year by the U.S. Department of Housing and Urban Development (HUD). The 2018 AMI for Johnstown area is $90,240 for a three-person family (100% AMI). However, as shown on Table 3, households that make 50% or less of AMI would only have access to 9% of Johnstown’s housing stock.

<table>
<thead>
<tr>
<th>AMI Percentage</th>
<th>30%</th>
<th>50%</th>
<th>80%</th>
<th>100%</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMI</td>
<td>$27,072</td>
<td>$45,120</td>
<td>$72,192</td>
<td>$90,240</td>
</tr>
<tr>
<td>Max. Monthly Rent</td>
<td>$377</td>
<td>$828</td>
<td>$1,505</td>
<td>$1,956</td>
</tr>
<tr>
<td>Max. Affordable Home Price</td>
<td>$81,802</td>
<td>$179,757</td>
<td>$326,688</td>
<td>$424,642</td>
</tr>
<tr>
<td>Total Housing Stock Affordable</td>
<td>About 1%</td>
<td>About 9%</td>
<td>About 65%</td>
<td>About 86%</td>
</tr>
</tbody>
</table>

Another indicator of housing affordability is the percentage of cost-burdened households. These are households “who pay more than 30% of their income for housing” and “may have difficulty affording necessities such as food, clothing, transportation, and medical care.” (US Department of Housing and Urban Development). With a median monthly mortgage cost in Johnstown of $1,876 and a median monthly rent of $1,589, approximately 16% of owners and 29% of renters reported spending 30% or more of their income on housing in Johnstown.

In addition to the Johnstown Housing Authority that oversees a 24-unit elderly apartment complex, two other organizations that work in the Johnstown area to help residents find and maintain a place to live are NeighborToNeighbor (serving Larimer County) and the Greeley-Weld Housing Authority.

Ratio of Residential to Commercial

Johnstown has several existing commercial and mixed use districts: Downtown, near the I-25 and Highway 34 (“2534”) interchange, and the I-25 interchange at Hwy 60. As seen on Map 2, there is a stark difference in the acreage occupied by commercial/industrial and residential spaces. Additional analysis of commercial and retail areas is provided in the next section, ‘where we work & shop’.
**WHAT WE HEARD FROM THE COMMUNITY**

“Having family friendly neighborhoods where kids can play outside and ride bikes.”

“Having a King Soopers Marketplace or other grocery store near the center of town.”

“Add more retail, restaurants, and a grocery store near the center of town.”

“More mixed-use neighborhoods with emphasis on walkability and diversity.”

**ACCOMPLISHMENTS SINCE THE LAST PLAN**

As recommended in the 2006 Plan, different housing types have been encouraged to support the housing needs of diverse residents. In particular, the Town has seen an increase in high density multifamily housing in recent years, with more than 700 new units built near activity centers in the past two to three years.

Johnstown’s overall housing stock is fairly new, with nearly three-quarters of the homes being built in the last twenty years. New residential neighborhoods continue to be built at a relatively high rate, and given the 2.5% annual growth rate for Larimer and Weld Counties from now into 2030, it can be expected that residential development pressures will continue to grow. As Johnstown responds to these pressures, it must ensure that the housing stock not only continues to respond to increasingly diverse housing needs, but also that it is balanced with employment and service opportunities; overall, making neighborhoods more resilient, vibrant, and connected.

**OPPORTUNITIES MOVING FORWARD**

- Diversify housing and neighborhoods to provide a wider variety of unit types (from apartment living to large estate lots) and accommodate different lifestyles and income levels.
- Ensure that adequate infrastructure and facilities, such as roads, parks/trails, services, water quality, and other utilities, are provided with new development.
- Promote the development of new homes (or provide incentives to retrofit old homes) for residents who want to age in place.
- Ensure new housing developments meet infrastructure standards.
- Improve connections within neighborhoods, to schools, to downtown, and other destinations.
- Balance residential with commercial land uses to promote local job opportunities as the town grows and develops.
- Support new residential developments to build more “complete” neighborhoods with housing near services, parks, transportation, and employment opportunities with neighborhood-scale activity/commercial centers.

**MAP 2. NEIGHBORHOOD AREAS**
(Source: Logan Simpson, 2020)
Local Businesses

A history of local entrepreneurship dates to Johnstown’s first days when two important industries developed: a milk condensory and a unique year-round sugar factory that used “discard” molasses to produce high quality sugar. The Mohawk Milk Company, later the Carnation Milk Company, was built in 1913, and the Great Western Sugar Factory was built in 1925. In 2017, Johnstown had 275 businesses or roughly one business per 52 residents (Table 4). These establishments range from home businesses to manufacturers and large national retailers. Several of these businesses in and around Johnstown are agriculture-related, including irrigation, feed, and supply retailers.

Commercial Land Uses

Commercial and employment development has grown rapidly over the past 10 years. In particular, the 2534 and Johnstown Plaza developments have provided the opportunity for a variety of retailers and businesses to capitalize on the desirable I-25/US 34 interchange and frontage. Also, Iron Horse provides additional land for large employers and manufacturing along US 34.

Areas that provide opportunities for additional commercial and employment uses include existing and rapidly-developing properties along the I-25 and US 34 corridors. The industrial area adjacent to downtown also houses several successful long-time businesses. The mix of uses and zoning in the historic downtown area and adjacent undeveloped lands offer attractive opportunities for commercial, employment, and mixed-use projects.

As shown on Map 2 (page 15), the land occupied by commercial (623 acres) and industrial (55 acres) areas reveals some imbalances when compared to residential areas (3,675 acres). Table 5 provides a more detailed comparison of residential to commercial ratios based on parcels tagged with a land use. As Johnstown continues to grow, it would be useful to guide development towards a desired ratio.

Oil & Gas

The oil and gas industry is a major economic driver for Weld County. While mineral extraction in the area does fluctuate, the industry has consistently been a major employer. While always changing, the Colorado Oil and Gas Conservation Commission (COGCC) showed 280 active wells in the Johnstown Growth Management Area as of August 2020. Horizontal drilling has allowed these wells to be consolidated into smaller footprints; however ongoing debates over safety and appropriate setbacks at the state level may impact development over time.
WHAT WE HEARD FROM THE COMMUNITY

"Focus on sustainable industry[ies] and honor our agricultural heritage by being good stewards of the land."

"Encourage the establishment of more locally-owned restaurants, breweries and retailers."

"New commercial areas to build job opportunities and more diverse industry here so that families don’t have to rely on jobs in nearby communities."

OPPORTUNITIES MOVING FORWARD

- Assess which industries to attract to existing and emerging commercial clusters to best support the community.
- Seek to balance larger, more intense commercial uses along the periphery of town and major corridors, while encouraging smaller, more local, "boutique" commercial uses in Downtown.
- Assess the desire and potential location for different industrial types (i.e. manufacturing end user goods) that may help promote local employment.
- Attract businesses and services to support senior residents.
- Identify ways to more holistically involve senior residents in community affairs.

Transporting Goods and Services

Johnstown’s location adjacent to the I-25 and to a key Great Western Railroad (GWRR) interchange, gives the Town a strategic advantage for transporting goods and services across the region. More detailed information about Johnstown’s regional transportation is found on pages 24-27 of this document.

ACCOMPLISHMENTS SINCE THE LAST PLAN

Consistent with the direction set in the 2006 Plan, the Town of Johnstown identified the 2534 area as a key location to capitalize on the market, transportation corridors, and the provision of utilities. The 2534/Johnstown Plaza project, located at the intersection of I-25, U.S. 34, and the GWRR, includes 600-acres of mixed-use development with a strong focus on big box commercial and multifamily residential uses. Its strategic location draws local and regional shoppers from Northern Colorado and beyond. In addition to its contribution to tax revenue, the 2534 area is appreciated by many in Johnstown as it allows for higher intensive uses on the periphery of town, while keeping low intensity and small scale uses in the Historic Downtown.

Despite this balance, growth and popularity of the 2534/Johnstown Plaza project brought some additional growth pressures to Johnstown’s Historic Downtown. From additional entertainment alternatives, to parking, amenities, and character concerns, residents asked for improvements to their valued downtown. To address these and other concerns, the Downtown Improvements Master Plan was developed in 2007.

Many elements of the 2007 Downtown Plan have been implemented including a major shift from diagonal to parallel parking along Parish Ave., resulting in increased sidewalk space with a complementary palette of site furnishings. Additionally, gateway signage was established near the north entrance to the downtown area. The plan called for redevelopment of the old Town Hall location which was completed as well with the construction of a new Town Hall south of Hwy 60 along Parish Ave.

Another accomplishment was the 2016 establishment and 2020 update of an Economic Development Incentive Policy in “to sustain the fiscal health of the community, promote employment opportunities and enhance the quality of life in the Town.” Based on long-term benefits that a business may bring to Johnstown, the Town has a list of potential incentives for interested business owners. To further this effort, the Town has budgeted for one staff member to be devoted to economic development activities to expand opportunities for new businesses and retain existing business in the Town.

The value that Johnstown places on its businesses was evident in relation to the 2020 global corona virus pandemic (SARS-CoV-2/COVID-19). The Town Council responded swiftly with substantial grant funding ($1 million) to help sustain local businesses.

MAP 3. EMPLOYMENT LAND USES

(Source: Logan Simpson, 2020)
EXISTING CONDITIONS

Parks & Open Spaces

Johnstown’s eight public parks encompass 77 acres of public recreational land. This equates to 5.35 acres of public-dedicated recreational area per 1,000 residents. In addition, there are three private conservation easements in the GMA with the intent of maintaining natural areas. When comparing this level of service with other similar Colorado communities (Table 66) Johnstown’s level is lower. However, Johnstown does have an expansive growth area conducive to increasing the level of service with more parks and open space as it develops.

<table>
<thead>
<tr>
<th>MUNICIPALITY</th>
<th>PARKS</th>
<th>OPEN SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mead</td>
<td>38.4</td>
<td>48.2</td>
</tr>
<tr>
<td>Greeley</td>
<td>7.0</td>
<td>5.7</td>
</tr>
<tr>
<td>Firestone</td>
<td>6.8</td>
<td>52.1</td>
</tr>
<tr>
<td>Loveland</td>
<td>6.4</td>
<td>56.8</td>
</tr>
<tr>
<td>Windsor</td>
<td>5.4</td>
<td>9.8</td>
</tr>
<tr>
<td>Johnstown</td>
<td>5.3</td>
<td>0</td>
</tr>
</tbody>
</table>

(Source: Comap, 2020)

An important distinction to make is that while “parks” are generally maintained by a municipality, metro district, or HOA for public access, open space is often state land or under a conservation easement, and public access can be limited. In fact, this is the case for the Johnstown GMA’s existing open spaces, which are under private conservation easements with no public access.

While some of Johnstown’s more traditional residential areas provide playgrounds and natural areas, some are dedicated to and managed by home-owner associations (HOAs). Newer developments in recent years tend to have common areas managed and owned by metropolitan districts. Open areas, parks, and trails managed by these entities are considered public areas.

Farmlands and Vegetation

The overall Johnstown community has historically been an agricultural community, based primarily on sugar beets and wheat. These two crops continue to be common today, in addition to others like beans, onions, alfalfa, and sunflowers.

As shown on Map 4, most of the undeveloped areas within Johnstown’s GMA, 48,636 acres, are in agricultural production. In 2020, in-town agricultural land decreased by approximately 325 acres (13% of total agriculture) due to new development construction.

**Wildlife Corridors**

Johnstown’s river corridors and irrigation ditches extend for approximately 86 miles through the GMA. These important habitats provide food and shelter to a host of wildlife. Approximately 75% of species known or likely to occur in Colorado are dependent on wetland and riparian areas. Therefore, it is important to continue to protect these corridors, particularly when they make up only about 1.5% of the State’s surface area (Colorado Division of Wildlife).

Another important habitat for wildlife species is farmlands. With approximately 4,461 acres of agricultural land within town limits and 19,700 acres in the overall GMA areas, many species depend on the food and shelter found in these areas, which are also often located along ditch corridors. (USDA Cropscape, 2019). With diminishing farmlands (6,500 acres less today than 10 years ago) and continued development pressures, it is important to address opportunities for conservation and protection of these lands for environmental benefits and to maintain the open and agriculturally-connected character of the town.

**Trails**

Today, within its GMA, Johnstown has 11 mile of existing public trails and 39 miles of proposed trails that will ultimately connect along the main river corridors—Loveland to Milliken and Berthoud to Milliken. Additional trails are envisioned for safe school access and along ditch corridors.

**Indoor Recreation**

As for indoor recreational facilities, Johnstown residents benefit from the new Johnstown Community YMCA, built in 2020. The 70,000-square-foot facility is owned by the Town and operated by the YMCA of Northern Colorado. The “Y” houses a full service gym and pool, as well as a preschool and other fitness and wellness programs. Also, it has a lighted multi-sport field for local events. The Community YMCA is a membership-based facility that strives to support all residents; they offer financial assistance to those unable to afford the full fee.

More indoor recreation options are offered by the Thompson Rivers Parks & Recreation District (TRPR) that maintain six facilities across the Johnstown-Milliken area.

**FIGURE 16. NATURAL AREA ACRES**

(Source: Cotrex, Weld County Parcels, Comap (2020) and Johnstown Area Comprehensive Plan (2006))

**FIGURE 17. LARIMER AND WELD COUNTIES SPECIES**

(Source: U.S. Fish and Wildlife Service, 2020)
Both the YMCA and the TRPR District host events and provide health and fitness programs, recreational sports, and activities for all ages, from toddlers to seniors.

**Other Indoor Community Facilities**

Part of the High Plains Library District and supported by the Town, the Glenn A. Jones, M.D. Memorial Library is frequented by Johnstown’s residents of all ages to borrow books, participate in interactive learning activities, or make use their print/copy services and meeting rooms. Also, Johnstown’s older adults (55+) benefit from the many helpful services offered by the Johnstown Senior Center. Older adults visiting or calling the center can get assistance and information on housing, social activities, nutrition, recreation, transportation, referral services, and community programs. The center also serves nutritious meals once a week.

**ACCOMPLISHMENTS SINCE THE LAST PLAN**

In 2003, just three years before adopting the last Comprehensive Plan, Johnstown and Milliken collaborated to develop the Johnstown/Milliken Parks, Trails, Recreation and Open Space Master Plan with the intention to establish a road map for “nurturing the social and economic connection[s] by providing a safe, integrated physical connection via a trail system.” The plan proposed a trail network along with definitions and standards for four trail types: arterial transportation corridor trail, river corridor trail, neighborhood trail, and discovery trail. While the joint plan has provided much direction and resulted in trail enhancements, Johnstown’s residents find there are still many opportunities for improvements. Many comments received in the development of this Comprehensive Plan centered on the need for safe, adequate, and accessible trail connections.

Another Town accomplishment that has allowed Johnstown’s residents to ‘play’ is the construction of the new, state-of-the-art community recreation center, the Johnstown Community YMCA, discussed above. Opened in May 2020, local YMCA offers fitness, wellness, sports, and aquatics programs for all ages, as well as camps and education programs from toddlers to teenagers.

**OPPORTUNITIES MOVING FORWARD**

- Update the Parks Open Space and Trails Plan to identify needs for different types, sizes, and locations of parks and connections, and leverage new development and park dedication requirements. Part of this work could also involve working with the Colorado Division of Wildlife on understanding and protecting sensitive areas as well as ways to manage disruption to migration corridors, seasonal use areas, and keystone species from new development.
- Assess adding more direct trail connections between Downtown and neighborhoods and schools together.”
- “Would love to have safe trails off of 60 that connect our neighborhoods and schools together.”
- “[Trails] need to be considered as a system”, “Alternative exercise equipment added to trails.”
Explore ways to work with farmers and landowners to preserve the farming landscape and traditions valued by many in the community.

EXISTING CONDITIONS

Time at the wheel

While the mean travel time for Johnstown residents who commute to work is 30 minutes (1 hour/day), 13% of residents spend 1 hour or more at the wheel each direction (2 hours/day.)

With 5,623 residents leaving town for work and 3,824 non-residents coming into town for work (On the Map, 2017), our local and regional transportation networks see a lot of traffic on a weekly basis. This situation is exacerbated when 79% of Johnstown residents drive alone to work.

Regional Roadways

Johnstown’s location is mostly east of I-25, surrounded by neighboring communities, and adjacent to a Great Western Railroad interchange. This positions many area roads as significant regional connections to other North Front Range communities and the Denver metropolitan area. These regional roadways include I-25, US 34, SH 56, SH 60, SH 257, and SH 402. In the past several years traffic along the I-25 corridor and along US 34 have increased significantly. New developments in northwest Colorado, have brought increased traffic volumes to US 34.

Walking and Biking

Much of the existing inventory of walking and bicycle paths is thanks to the vision of the Johnstown and Milliken communities who collaborated in 2003 to develop a Parks, Trails, Recreation and Open Space Master Plan. Additionally, the Town’s street design standards specify the width and surface for sidewalks and bikeways depending on the street type (i.e. arterial, collector, local, and on residential or commercial areas) and whether they should be attached to the main road. 

Walk Score (Walkscore.com) offers an insight into an area’s walking and biking conditions. This tool, initially developed for the real estate industry, assesses walking based on the distance to amenities such as schools, parks, and grocery stores; and biking, based on features such as bike lanes and trails, hills, road connectivity, and destinations. While Johnstown’s neighborhoods around the historic downtown score better than those around 2534 area (Figure 20), the Town can find ways to improve walking and biking for residents overall. Community input has indicated a desire for enhanced walking and biking connections between neighborhoods, to downtown, and to the larger region, including safe routes to school.

Other Trails

Johnstown currently has 11 miles of trails and 39 miles of proposed trails. More detailed information around trail conditions can be found in the previous section, ‘how we play’.

Railroad

The Great Western Railroad passes through the center and north of Johnstown. It has been in operation in the area for over 100 years. It was originally built to serve the Great Western Sugar Company and was also used as passenger rail from Loveland to Johnstown. While today, it is only used for commercial purposes, several groups are working on passenger rail solutions to mitigate current commuting and traffic issues.

Other Modes of Transportation

Alternative means for individuals to get around and beyond Johnstown (other than by driving a car) are currently limited. Some of the available options are:

- The CDOT managed Bustang bus has stops in Fort Collins and Loveland—transporting passengers to Denver for $9-$10 one-way trips (2020).
- Neighboring Park & Ride options (also managed by CDOT) at the intersection of I-25 and: US 34, SH 392, and SH 56.
- An appointment-based van service for elderly and handicapped residents and Transportation for the senior nutrition program, are both provided by the Weld County Area Agency on Aging.
- Additionally, there are three Park and Ride lots located along I-25 at interchanges (SH 56, SH 60, and SH 402) to facilitate car-pooling.

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WHAT WE HEARD FROM THE COMMUNITY

“Speed bumps put in on heavily-trafficked areas with children.” “Sidewalks should be a standard for common routes to schools.”

“More convenient and direct access to 2534 and Centerra from Downtown Johnstown and the growing residences around Hwy 60 and County Rd 13.”

“Have a local, small, daily bus that picks up on Parish or near the new rec center and takes you up near Scheels and vice versa.”

“Consider regional connectivity (Bustang, RTD, buses to Greeley, Fort Collins, Rail options, etc). Getting people out of cars is necessary.”

ACCOMPLISHMENTS SINCE THE LAST PLAN

Soon after adopting the last Comprehensive Plan, the Town of Johnstown started working on its Transportation Master Plan. Adopted in 2008, the Plan included a series of short (2008-2013), mid (2014-2020), and long-range (2021-2035) projects addressing intersection improvements, widening sections of roadways, constructing the I-25 parallelarterials, paving of county roads, and completing missing roadway links and railroad crossings. As development occurs, roadway, walk, and trail improvements are constructed by developers to address development’s impact on the transportation system.

OPPORTUNITIES MOVING FORWARD

- Residents of Johnstown currently rely primarily on cars for transportation (within and outside of town). However, Johnstown has the opportunity to provide additional multi-modal transportation services to encourage active transportation options and promote the community’s health, equity, and wellbeing.
- Residents have indicated connectivity as a major issue. Whether by car, bike, foot, or transit, traveling is made difficult by a lack of straight connecting roads, railroad tracks, and dead-ends. Reviewing trails, roads, and overpass connections will be important to keeping a unified community character.
- Given the high traffic count on Hwy 60 and its proximity to neighborhoods and schools, improving traffic safety and walking and biking paths along this road should be a top priority for the Town.
- Two of the Town’s guiding documents impacting transportation, the Street Design Standards (2004) and the Parks, Trails, Recreation and Open Space Master Plan (2003), were last updated almost 20 years ago. During the same time, the Town’s population has more than doubled. The Town has an opportunity to update these two documents and ensure they not only address today’s context and trends but also the resident’s strong desire for enhanced connectivity.
HOW WE SERVE

EXISTING CONDITIONS

Schools
The 3,872 Johnstown families are currently served by two school districts: Weld County School District RE-5J (Johnstown-Milliken) and Thompson School District R2-J, which also serve Loveland, Fort Collins, Milliken, and Berthoud. In January 2021, the School Board approved replacements for its one high school and one of the two elementary schools located in Johnstown, expanding capacities and facilities for the Johnstown student body. The other high school is being tuned into a future middle school.

Senior Center
The Johnstown Senior Center is another group resource for the community. The center offers seniors the opportunity to join friends and meet others through programmed events, support groups, exercise classes, games, and meals. The center also serves as a community meeting space.

Community Events
Community events take place largely in the warmer, summer months, and are organized by the downtown business community. The Town of Johnstown supports these events and encourages these and other gatherings that bring the community together and strengthens social ties. Johnstown community events are well attended and supported by the local and neighboring communities.

Johnstown Historical Society
In 1998, the Town of Johnstown and the Johnstown Historical Society began a cooperative effort to establish Johnstown’s first museum by purchasing the historic Parish House (710 Charlotte St.) from a private seller. The Parish House was the last house built by Town Founders Harvey and Mary Parish in 1914 and is an important piece of Johnstown’s history. The house has been restored to preserve the structure’s integrity and currently hosts public exhibits and programs throughout the year. While owned by the Town, the Parish House Museum is run by the Historical Society.

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Fire Districts & Police
Johnstown has and regularly reviews an IGA with two fire districts: the Front Range Fire Rescue Protection District and the Loveland Fire Rescue Authority. Johnstown has a dedicated Police Department which serves all of Johnstown. Additionally, the Larimer and Weld County Sheriffs’ Departments support the unincorporated areas around Johnstown. All emergency responders in the area have agreements for mutual aid and prioritize responses to those closest and most able to respond quickly to ensure the best service possible.

Natural Hazards
The Big Thompson River floodplain runs from the northwest portion of the Town, where the river intersects I-25, east and south through the northern half of Johnstown, just north of the Thompson River Ranch neighborhood, and exiting the GMA around CR 19 and CR 48. The Little Thompson River corridor and floodplain traverse the southern portion of the Johnstown GMA, southwest (near the Hwy 56/I-25 interchange), heading east and north to CR 19 and just north of Centennial Dr. (CR 46%). Both of these river corridors experienced severe flooding in 2013, which led to new regulatory floodplain Mapping by FEMA effective in 2021. Development and main transportation routes in these areas may be at risk during major flooding events. Town ordinances, as well as FEMA standards, require any development in the floodplain to provide documented elevations that elevate structures above the 1% (100-year) base flood elevation. The Town participates in the National Flood Insurance Program (NFIP) which provides the ability for homeowners to obtain flood insurance, and works closely with state floodplain officials to ensure timely updates to information.

Emergency Preparedness & Hazard Mitigation
The Town participates in preparedness planning with both Larimer and Weld Counties and the fire districts, who offer excellent resources for decision makers and the public. Both counties maintain Hazard Mitigation Plans that include all the municipalities and identify potential hazards and mitigation measures. They also each operate an Emergency Operations Center, from which coordinated efforts and responses can be executed.

Internet & Broadband
Johnstown’s broadband coverage of 89% falls on the lower end of service coverage when compared to neighboring communities (Figure 21). Moreover, of the connected households in Johnstown, 19% have access to only one, or no, wired internet providers. Wired internet, as opposed to wireless internet, is the fastest and most reliable option. Johnstown’s internet speed through current service providers is reported to provide at least 25 Megabytes per second (Mbps), with average speeds dramatically fluctuating over time. In Johnstown, like in all of Colorado, internet reliability is linked to affordability. According to Broadbandnow, Colorado is struggling to keep up with the rest of the U.S.; only 3% of the state’s residents have access to a standalone internet plan under $60 per month. On a 2020 election, Town residents voted to opt-out of SB-152. At the moment, the Town has partnered with neighboring towns to actively pursue an assessment of regional broadband options.

EMERGENCY PLANNING

RESOURCES INCLUDE

Emergency alert systems on the radio, phones, and television.

Outdoor Warning Systems, particularly to warn for tornados.

Individual family preparedness guidance on emergency kits, and family plans.

Specific plans for vulnerable communities.

Pre-planning for evacuation, pre-identified disaster shelters, and practicing for various scenarios.

FIGURE 21 BROADBAND COVERAGE IN JOHNSTOWN AND NEIGHBORING COMMUNITIES

Source: Broadbandnow, 2020
WHAT WE HEARD FROM THE COMMUNITY

“Enhance internet/networking capabilities.”

“The success of vehicle trip reduction during the pandemic has hinged on the accessibility to work from home with reliable internet connection.”

“Water quality could be improved.”

Regarding historical preservation, we “need surveys, codes, reviews of demos, and exterior alterations, etc.”

“Encourage the use of electric vehicles with charging stations.”

ACCOMPLISHMENTS SINCE THE LAST PLAN

Weld and Larimer Counties developed their own Multi-Jurisdictional Hazard Mitigation Plan in 2016 and are in the process of updating them in 2020. The two plans outline the risks and mitigation strategies for municipalities under their jurisdiction. The Weld County Emergency Preparedness Guide is a separate document and provides an overview of disaster information as well as detailed tips to help people get started with individual emergency plans during and after a disaster.

As for local efforts, Larimer County recently completed a new regulatory floodplain Mapping project for large sections of the Big Thompson River, following the Federal Emergency Management Agency’s 2020 guidelines. The Town updates the Town ordinances, in conjunction with these updated studies, as needed.

OPPORTUNITIES MOVING FORWARD

- Develop regulations to honor and protect buildings of architectural and historical significance.
- Ensure that adequate infrastructure and facilities, such as roads, parks/trails, services, water quality, and other utilities, are provided with new development.
- Discourage construction in and disturbance of the floodplain to protect wildlife and hydrological systems, and to minimize risk to life and property.
- Assess ways to improve internet connectivity for residents, not only enhancing business and school development but also overall communication for services to emergency response, making the town technologically competitive for decades to come.

MAP 6. COMMUNITY RESOURCES
(Source: Logan Simpson, 2020)
CHAPTER 4: JOHNSTOWN TOMORROW

OVERVIEW
This chapter is organized by the five Plan Elements. Each section highlights the policies, goals, and implementation strategies to steer the future of Johnstown.

- **Policies:** These are five clear and concise policy statements, one for each element, that set the stage for the day-to-day operations of Town Leadership, Staff, and other decision makers.
- **Goals:** There are 12 goals spread across the five overarching policies. Goals illustrate the desired future ideals the Town strives to achieve.
- **Implementation Strategies:** There are 59 implementation strategies that outline the course of action to achieve the goals. Strategies are listed in more detail in Chapter 6: Implementation, where they are illustrated on a Implementation Table that includes the anticipated champions, partners, and resources, among other considerations needed to achieve the goals.

As explained in Chapter 2: Foundation, efforts were made to ensure that each and every policy, goal, and strategy is consistent with the Plan’s Guiding Principle and Integral Themes, contributing to making Johnstown a more resilient, vibrant, and connected Town to live, work, and play.

GUIDING PRINCIPLE
Johnstown celebrates our small-town heritage built from strong agricultural roots. We promote dynamic approaches to innovation and new trends while maintaining our quality of life. Johnstown is a resilient, vibrant, and connected community that offers diverse and inclusive opportunities for generations of residents to live, work, and play.

THREE INTEGRAL THEMES

1. **Johnstown is Resilient**
   Johnstown’s culture, values, and mix of land uses, services, and natural amenities cultivate our high quality of life and adaptability as a resilient community.

2. **Johnstown is Vibrant**
   Johnstown is a vibrant community that leverages our walkable, historic downtown, and traditional neighborhoods, with new innovative commercial and residential areas, offering diverse opportunities to enjoy and create lively and thriving business areas, neighborhoods, and civic spaces.

3. **Johnstown is Connected**
   Johnstown provides a purposefully-designed and connected network of neighborhoods, transportation routes, events, services, and spaces to create a safe and inclusive environment for our diverse and growing community.
WHERE WE LIVE

Goals & Implementation Strategies

GOAL L1 | ENSURE NEIGHBORHOOD CHARACTER AND AMENITIES CONTRIBUTE TO THE HEALTH AND WELLBEING OF DIVERSE RESIDENTS.

L1.1. Update land use regulations to address balance of residential and non-residential development consistent with the Future Land Use Plan; to create complete neighborhoods within and surrounding activity centers; to include design guidelines and wireless design standards for high quality developments; and to promote creative and diverse housing types and neighborhoods.

L1.2. Require connectivity of street and trail networks into and beyond new development, ensuring connection opportunities for future development on adjacent undeveloped lands, and creating safe routes to schools.

L1.3. Create a measurable standard to require affordability/attainability, and universal design, in a certain percentage of housing units within new residential developments, or seek other techniques to address long term affordability in the community. Ensure updated code efforts include collaboration with local equitable housing advocates to identify and promote options and tools to create appropriate housing for senior and low-to-medium income households.

L1.4. Address long-term livability options for seniors by encouraging developments with universal design features and continuing care retirement communities (CCRCs). Additionally, by working with local housing advocates and entities to include options for low-to-medium income seniors and to promote a retrofit assistance program to keep seniors in their homes.

GOAL L2 | REVITALIZE AND MAINTAIN DOWNTOWN AS THE HEART OF THE COMMUNITY.

L2.1. Update Downtown Design Guidelines to reflect current community values and needs (e.g. enhanced streetscape, curbside management, and gathering places, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; to review development requirements for downtown projects (parking, open space, landscaping, etc.); and to provide clear regulatory guidance for decision-making.

L2.2. Update land use regulations to encourage mixed-use structures and higher density housing types in and adjacent to the Downtown Area.

L2.3. Seek to expand the extents of Downtown as development and redevelopment near the current core area is proposed; utilizing more urban design standards to encourage an active streetscape and mix of uses.

GOAL L3 | HONOR THE AGRICULTURAL HERITAGE OF THE JOHNSTOWN AREA.

L3.1. Assess the potential for implementation of agricultural preservation and conservation programs (e.g. easements, Transfer of Development Rights (TDR), etc.).

L3.2. Update land use regulations to encourage development to have agricultural elements and themes (e.g. orchards, community gardens, re-purposing agricultural structures, etc.) into their design. Alongside this effort, collaborate with new and existing neighborhoods, special districts, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.

L3.3. Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products and to develop an Agricultural Day to raise awareness of and build pride for local agriculture.

L3.4. Promote awareness about the presence of farm vehicles and enhance farm-related signage to encourage appropriate driving behavior in emerging areas of development with significant active agricultural lands.

Overarching Policy

Where We Live should be a safe and connected network of neighborhoods that offer all residents opportunities to live, work, and play in Johnstown.
Goals & Implementation Strategies

**GOAL W1 | STRENGTHEN EMPLOYMENT CENTERS TO DIVERSIFY THE TOWN’S ECONOMIC BASE AND PROVIDE JOBS.**

W1.1. Collaborate interdepartmentally to create flexible regulations that accommodate evolving economic trends and industries, and attract new business interests and investment (e.g. renewable energy, business incubators, artists/makers spaces, synergistic businesses, etc.).

W1.2. Assess incentives and business programs to attract and retain industries that provide high quality jobs (i.e. salaries and benefits) as well as needed goods and services to the community. Some ideas suggested by the community are:

- Businesses and services for diverse age groups and needs.
- Destination businesses (e.g. microbreweries and dine-in galleries among others) that contribute to social gathering and recreation spaces.
- Businesses and partners that can help diversify and enhance Downtown options for restaurants, shops, and entertainment.

W1.3. Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agritourism activities.

**GOAL W2 | BALANCE MORE INTENSE COMMERCIAL USES ALONG MAJOR HIGHWAY CORRIDORS WHILE HAVING NEIGHBORHOOD-SCALE COMMERCIAL IN THE DOWNTOWN AND THROUGHOUT THE COMMUNITY TO ENSURE CONVENIENT ACCESS TO JOBS, GOODS, AND SERVICES FOR ALL RESIDENTS.**

W2.1. Analyze the potential impact and utilization of new incentive areas to encourage development, redevelopment, and investment in key locations (i.e., URA, TIF, DDA), in collaboration with area businesses, owners, and other Town departments.

W2.2. Work with Downtown businesses, property owners, and residents to develop a strategy and design approach for Downtown that includes public improvements, encourages private investment, and favors home occupation businesses (that demonstrate that they will not have adverse effects on surrounding properties).

W2.3. Promote appropriate, mixed-density residential development in and adjacent to employment and commercial centers to enliven these areas, and provide options to live, play, and work in close proximity.

**Overarching Policy**

Where We Work and shop should capitalize on our historic downtown, agricultural heritage, and strategic location along the I-25 to cultivate businesses that can offer diverse jobs and services—strengthening our community resilience and maintaining our vibrant community character.
Goals & Implementation Strategies

GOAL P1 | ENHANCE, MAINTAIN, AND INCREASE RECREATIONAL SPACES AND AMENITIES TO BE ENJOYED BY ALL AGES AND ABILITIES.

P1.1. Review and update the Parks, Recreation, Open Space and Trails Plan.

P1.2. Develop an ADA and community informed checklist for the review, maintenance, and update of Town parks and ensure priority projects are included in the Town’s Capital Improvements Plan.

P1.3. Develop a Multi-Purpose Regional Park Master Plan.

P1.4. Establish standards for the consistent integration of thematic and educational elements in the design of recreational areas and trails. Some considerations suggested by the community are: having signs and markers that identify species, farms, floodplains, etc.

P1.5. Assess opportunities to take advantage of local water features (i.e. Big Thompson and Little Thompson Rivers and the Johnstown Reservoir) for diversifying recreation options — to provide fishing and non-motorized water sports, among other activities.

P1.6. Update land use regulations to incorporate pocket parks and natural areas in all commercial and employment centers to create public spaces and to offset environmental impacts, ensuring continuity of parks, trails, and open spaces wherever possible.

P1.7. Assess opportunities, partnerships, and funding to prioritize the acquisition and/or conservation of key open space and greenway corridors, including those shared with neighboring municipalities.

P1.8. Update land use regulations to facilitate improvements to Downtown public spaces that create inviting and flexible gathering options and that support year-round cultural and entertainment activities.

P1.9. Create an advisory group for community members to contribute to parks and recreation planning ensuring efforts are consistent with community desires.
GOAL M1 | PROVIDE AN EFFICIENT, SAFE, AND
COMPREHENSIVE TRANSPORTATION SYSTEM INTEGRATING
MOTORIZED AND NON-MOTORIZED TRANSPORTATION
OPTIONS.

M1.1. Regularly update the Transportation Master Plan to reflect changing needs and trends and to include a bike and pedestrian circulation plan as well as the efficient integration of micromobility.

M1.2. Collaborate with railroad and irrigation ditch companies to enhance existing and create new pedestrian connections while honoring the historic character of the rail lines and the irrigation ditches.

M1.3. Conduct a comprehensive analysis and update of the Street Design Standards (consider Larimer County Urban Area Street Standards (LCUASS)); the Transportation Plan; and the Parks, Recreation, Open Space and Trails Plan to ensure updated strategies are coordinated with each other.

M1.4. Update land use regulations to include requirements for bike lanes and multi-modal trails to ensure connectivity with current and future development—within and adjacent to Town boundaries. Alongside this effort, analyze options to expand impact fees to support multi-modal transportation options.

M1.5. Collaborate with local agencies and school districts to develop a clear implementation plan to create safe routes for cyclists and pedestrians to local schools. Update development codes to require this connectivity with new or redevelopment.

M1.6. Update land use regulations to incentivize or require parking lots for high density and non-residential uses to incorporate EV charging stations.

GOAL M2 | ALIGN TRANSPORTATION AND ECONOMIC
EFFORTS TO SUPPORT AND PROMOTE THE LOCAL
ECONOMY.

M2.1. Conduct a feasibility study to assess opportunities and funding options for a local shuttle or micro-transit service to connect residents and visitors to local destinations (e.g. from Downtown to 2534 area and vice versa).

M2.2. Assess and update sign design standards (consider Tourist-Oriented Development signage—blue signs) for major corridors and activity centers to ensure high quality, cohesive, and compatible designs that promote local businesses and reduce the need for large signage.

GOAL M3 | BUILD AND STEWARD PARTNERSHIPS TO
COLLABORATIVELY ADDRESS TRANSPORTATION
IMPROVEMENTS OF REGIONAL IMPACT.

M3.1. Collaborate with regional agencies and neighboring communities to develop and maintain a transportation system that separates different modes of transportation (e.g. vehicular, bicycle, equestrian, pedestrian, etc.) and that enhance connectivity and safety of shared trails.

M3.2. Work locally and with adjacent jurisdictions to reduce trail gaps by prioritizing the construction of proposed trails and sidewalks that create needed connections for people to actively and safely move within and beyond town boundaries.

M3.3. Work with the community to improve seniors’ transportation options (consider the NFRMPO One-Call One-Click Center).

M3.4. Identify partnerships and resources for joining existing and emerging North Front Range public transportation services and projects.

M3.5. Identify partnerships with joint funding that subsequently allow the Town to annex appropriate county roads into the Town and upgrade and realign as needed for the most efficient regional transportation system possible.

M3.6. Collaborate with CDOT to proactively and efficiently address traffic volumes, intersections, points of access, and overall safety on SH 60 and US 34.

M3.7. Leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure at interchanges.

M3.8. Proactively work with area railroad groups to coordinate safe and appropriate rail crossings for current and future transportation needs.

Overarching Policy

How We Move should rely on safe and inclusive multi-modal transportation options that connect residents and visitors with each other and to jobs, services, and recreation opportunities within and beyond town boundaries.
Goals & Implementation Strategies

GOAL S1 | DIRECT COMMUNITY GROWTH IN A MANNER THAT WILL PROVIDE FOR THE EFFICIENT AND EFFECTIVE EXTENSION OF PUBLIC SERVICES AND FACILITIES.

S1.1. Develop a measuring/monitoring and reporting system for Town infrastructure to ensure efficient upgrades and maintenance.

S1.2. Host regular meetings with school, fire, and parks districts to collaborate on upgrades to existing facilities and on securing locations for new facilities.

S1.3. Continue encouraging the community-scale development of health services for diverse age groups and needs (e.g. Day Care Centers for medically compromised persons).

S1.4. Create an implement a consistent design theme for new and existing Gateways.

GOAL S2 | ENSURE TOWN PLANNING EFFORTS AND INVESTMENTS ARE SUSTAINABLE AND CONTRIBUTE TO THE COMMUNITY’S QUALITY OF LIFE.

S2.1. Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on funding opportunities.

S2.2. Prioritize and seek out public and private partnerships and appropriately located and designed development proposals that maximize positive fiscal impacts and contribute to this Plan’s guiding principle.

S2.3. Collaborate with neighboring towns to enhance connectivity with adjacent existing and future developments for the efficient development of utility infrastructure and emergency response.

S2.4. Identify and pursue local and regional projects for the improvement of public services, including alternative and multi-modal transportation options and other technological advancements (e.g. broadband, small cell connectivity, advanced metering, electric vehicles, etc.).

S2.5. Leverage public engagement opportunities to educate on, discuss, define, and prioritize sustainability goals. Once goals are established, ensure their alignment across all Town efforts. Along this effort, promote water conservation approaches and practices in the community.

S2.6. Assess community desire to update land use and building codes to require (or incentivize) development to meet updated quality, sustainability, and infrastructure standards (e.g. universal design, green and solar infrastructure, radon mitigation, etc.). Alongside this effort, investigate override of PUD and HOA documents to allow the use of and retrofits for environmentally friendly infrastructure.

S2.7. Collaborate with local and regional schools to create a civic leadership curriculum and internship opportunities for individuals of all ages to learn about and contribute to Town affairs and to cultivate a community of leaders. Alongside this effort, work with the community to create a community corps of volunteers that can support community efforts.

GOAL S3 | ENSURE ALL DEVELOPMENTS IS IN BALANCE WITH THE NATURAL ENVIRONMENT.

S3.1. Identify and geographically define natural hazards and sensitive areas and recommended setbacks or mitigation to more appropriately incorporate these areas into planning efforts (e.g. hazard mitigation, environmental conservation, recreation and access) and to reference them in development reviews.

S3.2. Update development standards to minimize disruption and restrict development within regulatory wetlands and the floodplain.

S3.3. Work with the community to facilitate the formation of an emergency planning group (including public works, emergency responders, and interested community members) to conduct regular meetings.

S3.4. Update development standards to include right-of-way landscaping requirements that use green infrastructure—to protect, restore, and mimic the natural water cycle.

S3.5. Assess opportunities to protect vital viewsheds along major corridors and gateways to highlight Johnstown’s unique natural features (e.g. rivers, mountains, protected agricultural lands, etc.).

S3.6. Update current lighting code requirements and consider upgrading it to encourage Dark Sky approaches—for the efficient and safe utilization of outdoor lighting technologies with minimal disruption to the environment.

Overarching Policy

How we serve should provide an efficient and consistent level of public services and amenities that are conducive to making our town resilient, vibrant, and connected.
CHAPTER 5: FUTURE LAND USE MAP

OVERVIEW
The Future Land Use (FLU) Map helps direct desired growth patterns by identifying the characteristics of land use categories and where those categories are distributed across the Town’s 48-square mile growth management area. The FLU Map reflects the locational and spatial direction of the Comprehensive Plan’s Goals and Strategies and is consistent with the integral themes ensuring all uses contribute to making Johnstown more vibrant, resilient, and connected. Also, the FLU Map takes into consideration the adjacency of uses; natural features and environmentally sensitive areas such as agricultural lands, greenways, rivers, and floodplains; and multi-modal transportation access and circulation, including the Town’s gateway entrances and activity centers. When the Planning and Zoning Commission and Town Council are presented with land use decisions for residential and commercial development, subdivision of land, or zoning changes, the following future land use categories should be discussed and applied.

The Future Land Use of the adjacent communities of Greeley, Windsor, Milliken, Loveland, Berthoud, and Mead have been consulted to ensure consistency with regards to compatible land uses, transportation corridors, and natural features and environmentally sensitive areas. To ensure coordinated development in the 3-Mile Planning Area surrounding Johnstown’s proposed growth management area, intergovernmental agreements are in place with Loveland and Berthoud and a cooperative planning agreement is in place with Weld County.

The next pages describe the land use categories, general locations, intent, desired character, and other desired features. The land use categories are accompanied by character images and photos to illustrate the desired look and feel for the overall area and the building scale.

FUTURE LAND USE CATEGORIES & DESCRIPTIONS
The Future Land Use categories are meant to provide flexibility for future development, respond to economic changes, and reduce unnecessary plan amendments. Development trends are constantly changing and the once sought after suburb versus city style development is moving toward a greater mix of uses intended to distribute basic commercial and retail services among the neighborhoods.

The densities and intensities noted on the plan indicate a functional difference in how these areas might operate with relation to:
- compatible land uses
- traffic patterns and volumes
- size of the street network that might serve an area
- size and scale of buildings
- amount of activity and impacts generated by a use

Johnstown intends that these general areas of development will incorporate a mix of uses, integrating appropriate residential types and densities near or within areas of compatible commercial and employment to facilitate the opportunity to work, live, and play in the community and neighborhoods.

Additionally, with the COVID pandemic of 2020, the Town anticipates that many companies may reevaluate their space and employee needs, while homeowners may change their housing and lifestyle choices. Taking all of this into consideration, the Town decided to move away from land use categories in favor of defining densities and intensities assuming a mix of uses across the board.

The next pages describe the land use categories, general locations, intent, desired character, and other desired features. The land use categories are accompanied by character images and photos to illustrate the desired look and feel for the overall area and the building scale.

Three-Mile Planning Area
The 3-Mile Area responds to a state requirement whereby municipalities must describe where and how they may annex land within three miles of its town boundaries. Johnstown’s potential annexations are anticipated to occur between Town boundaries and the GMA, and fall short of the 3-mile boundary. This Comprehensive Plan shall satisfy State requirements for the “Three Mile Plan” and the “3-Mile Area” boundaries.
HIGH DENSITY / INTENSITY (HDI)

INTENT & DESIRED CHARACTER
A High Density / Intensity area (HDI) will be generally characterized by a high percentage of non-residential uses, with some residential possibly integrated into larger development areas. These HDI corridors and nodes will accommodate and experience larger volume of traffic and be located along busy arterial and highway corridors, and especially at interchanges and intersections. These areas are intended to provide high-quality, high-visibility locations for retail, office, and employment activities, with some light industrial uses that can appropriately mitigate impacts and contribute to the employment base. These areas will have taller, larger-scale structures, a wider span of business hours, large parking areas, and a mix of uses that create economic synergies. Gathering spaces, entertainment venues, and walkable and enjoyable retail areas may be located adjacent to larger “big box” retailers. Town Gateways will also benefit from these HDI locations where most travelers may first be made aware that they are in Johnstown. While HDI areas are largely served by vehicular transportation with speeds of 35 mph or more, these areas may also serve as ideal locations for transit facilities, and multi-modal trails that allow cyclists and pedestrians to safely connect to the services offered from neighboring residential areas. Residential may be integrated into mixed-use structures, or be provided as stand-alone complexes, whereby residents can easily access employment, entertainment, and shopping opportunities, as well as the nearby transportation network and any transit facilities.

RECOMMENDATIONS
Uses:
Mix of commercial, employment, and higher density residential uses to enliven the area. Active and attractive streetscape along major corridors, with parking shared among multiple uses, and situated to the sides and rear of development to better accentuate the businesses and entryways. Signage that is master planned for larger development for consistency and aesthetics.

Density Range:
No maximum.

Intensity:
Given range of uses, no specified floor-to-area ratio.

Approximate Land Use Balance:
80+% non-residential to a maximum of 20% residential.
MEDIUM DENSITY / INTENSITY (MDI)

INTENT & DESIRED CHARACTER
A Medium Density / Intensity area (MDI) will generally be characterized by a more balanced, and wider-ranging mix of land uses – incorporating walk-up apartment buildings, townhomes, small lot (3,500-5,000 SF) attached and detached single-family housing, in close proximity to neighborhood-scale shopping, personal services, restaurants, small medical facilities, and facilities such as libraries and recreational centers. Medium Density / Intensity areas may also occur along arterials and other major corridors, and may serve as the next layer away from the High Density / Intensity areas they may neighbor, as a transition to lower density neighborhoods. MDI’s will offer complete neighborhoods with a diversity of shops and services, including schools and civic facilities, within walking or biking distance from residential areas; and offer good walking connections along with larger-scale multi-modal trails.

Commercial uses may be developed as stand-alone sites or be grouped in small 10 to 20-acre centers or campuses. Johnstown’s Downtown would be ideal for this level of development. Reuse and redevelopment of existing structures may occur, with historic residences and structures changing to offices, boutiques, or personal services with alley-served parking. Commercial centers in an MDI will feature more walkability, perhaps offering covered arcades or awnings, pedestrian-scaled signage, shade trees and nice landscaping that helps slow traffic and break-up parking areas, and enjoyable outdoor spaces to gather. Rooftop and sidewalk patios, along with courtyard plazas offer patrons enjoyable places to meet and eat, gather and chat with friends.

Residential neighborhoods will provide a range of housing options and provide street and trail connections to adjacent neighborhoods. Housing will be encouraged to provide porches that extend closer to the sidewalks, and garages that are alley-loaded or setback to offer a safer, slower, and more interesting streetscape. Future considerations may include accessory dwelling or carriage house units to increase affordability and diversity. These are great neighborhoods to encourage and accommodate a diversity of lifestyles and income ranges, and allow active-agers to remain in Johnstown once larger family homes and yards may be less desirable.

RECOMMENDATIONS
Uses:
Mix of neighborhood-scaled commercial and civic areas with moderate density residential.
Attractive streetscape along major corridors, more suburban-style development, and walkable, pedestrian scale commercial areas that connect to adjacent neighborhoods.
Signage is pedestrian-scale along walking areas. Along streets, signs are monument-style or master-planned for larger development for consistency and aesthetics; large signs would serve as multi-tenant or development-scale monumentation and entry features.

Density Range: 5-16 DU/Acre.

Intensity:
Max of 4 stories, 70% lot coverage, 20-foot setbacks from roadways with screened parking areas.

Approximate Land Use Balance: 30-40% non-residential to 60-70% residential uses.
LOW DENSITY/ INTENSITY

INTENT & DESIRED CHARACTER
A Low Density / Intensity area (LDI) will be generally characterized by a higher percentage of residential, predominantly lots for single-family detached homes, with some lower-density townhomes or duplex/patio homes. Commercial will be less prominent and focused on neighborhood-level services such as a convenience store, gas station, dance/karate studio, auto shop, salon, or restaurant, and civic uses (parks, library, schools).

Low Density / Intensity areas will occur along collector and local street corridors, and are likely to be adjacent to MDI and HDI areas, which serve to buffer LDIs from major street corridors and busier commercial areas. LDIs will strive to offer complete neighborhoods with easy access to neighborhood services, parks, schools, and be connected to adjacent neighborhoods and multi-modal corridors with trails and walks.

Commercial areas in LDIs will feature smaller building footprints (±3,000-30,000 SF), and be focused on providing smaller-scale retailers and services aimed at serving the immediate neighborhood and community, with more walkability and attractive landscaping that helps slow traffic and break-up parking areas, and enjoyable outdoor spaces to gather. Sidewalk patios and plazas offer patrons enjoyable places to meet and eat, gather and chat with neighbors. The commercial uses may occur in small commercial centers with multiple businesses, with cumulative commercial areas of around 100,000 SF.

Residential neighborhoods will provide multiple housing and lifestyle options within a more suburban setting. An LDI neighborhood may utilize winding internal streets and cul-de-sac configurations; perimeter fencing and landscaping for buffers, pocket parks and playgrounds within neighborhoods, connected to a trail system. These provide another great solution for integrating a range of lifestyles, incomes, and ages into a neighborhood.

RECOMMENDATIONS

Uses:
Streets and spaces support lower volumes of vehicles and people, with most homes and driveways accessing from local streets.

Attractive streetscape is presented along major corridors, with a more suburban-style development dominated by residential, but still allowing commercial uses and centers for small-scale uses that directly serve nearby neighborhoods and local residents.

Signage is pedestrian-scale along walking areas. Along streets, signs are monument-style or master-planned for commercial centers, and/or with adjacent neighborhoods, for consistency and aesthetics.

Density Range:
4-10 DU/Acre.

Intensity:
Maximum of 3 stories, 70% lot coverage, 20-foot setbacks from roadways with screened parking areas.

Approximate Land Use Balance:
15-20% non-residential to 80-85% residential uses.
VERY LOW DENSITY/ INTENSITY

INTENT & DESIRED CHARACTER

Very Low Density / Intensity areas will typically develop adjacent to more natural corridors of floodplains, rivers, reservoirs, prime agriculture conservation, bluffs or highly-sloped area, and other natural features to better accommodate and allow the unique features to be integrated into the design of the development.

These neighborhoods and areas will be generally characterized by a mixture of larger-lot, estate-style residential, integrated with clusters of lower-density townhomes and duplex/patio homes to create additional housing opportunities, while conserving the natural features these VLDI areas are intended to integrate with and protect. Cluster-style development allows a mix of housing types, adjacent to expansive open spaces and natural areas intended to buffer these features from more intensely-developed areas.

The Town would expect to see low volume streets, open-style fencing, trails that connect through the neighborhood, and a more native/natural landscape and plant mix. VLDI’s will rely on adjacent neighborhoods and corridors for access to services, parks, schools, and nearby services.

RECOMMENDATIONS

Uses:
Streets and spaces support low volumes of vehicles and people, with all homes and driveways accessing from local streets.
Significant open space and natural area conservation through the use of cluster development or specific building envelopes on estate lots.
Open rail fencing, natural grasses and landscape elements, protected natural features.

Density Range:
1-2 DU/Acre.

Intensity:
Maximum of 2 stories, building envelopes clarifying setbacks and intensity of development.

Land Use Balance:
100% residential uses
ACTIVITY CENTERS

INTENT & DESIRED CHARACTER
Activity centers have been identified as strategic areas that support local and regional transportation networks, living, employment, recreation, and services. These areas are intended to be mixed-use centers that make a highly efficient use of space by offering high-density residential areas supported by a diversity of shops and services and a vibrant public realm.

Activity Centers continue to develop at highway interchanges, Downtown, and generally in conformance with other characteristics of a High Density / Intensity area. While three of the four activity centers are located along the I-25 corridor making them convenient for motorized travelers, these centers should also connect to the Town's trail network, facilitating and encouraging active modes of transportation, and enhancing recreation opportunities for the community. These centers are ideal opportunities for the Town to consider future transit or other transportation services, and connections to nearby systems.

RECOMMENDATIONS

**Uses:** See High Density / Intensity category.

**Density:** No maximum.

**Intensity:** No specified floor-to-area ratio.

**Approximate Land Use Balance:** 85-90% non-residential to max 15% residential uses.

GATEWAYS

GENERAL LOCATION
At key, high traffic entrance points.

INTENT & DESIRED CHARACTER
These are unique entrances into Town. Gateways are intended to define our community —both in terms of physical limits and identity, to welcome residents and visitors, and to slow traffic well outside Town limits.

These gateways should be designed and landscaped to create cohesive, attractive, and celebratory landmarks that pay homage to Johnstown's character and values.
CHAPTER 5: FUTURE LAND USE  •  57

INTENT & DESIRED CHARACTER
This agriculture preservation overlay represents areas identified by the United States Department of Agriculture (USDA) as prime for agriculture. As a “Right to Farm County”, Weld County recognizes the importance of maintaining productive agricultural lands to support the economies of scale required for agricultural operations. Johnstown concurs and welcomes the continued production of agricultural products within its Growth Management Area.

While many acres of Johnstown’s prior surrounding agricultural lands have been converted to development, the Town is open to working with the community to preserve and conserve areas of ongoing production and prime agricultural lands. Innovative financing and land use tools exist and should be considered to assist those interested in maintaining their agricultural businesses and way of life.

RECOMMENDATIONS
Uses: Large lot residential, ranch, farm, pastures, stables, and arenas.
Special uses may be allowed for agri-tourism purposes (lodging, demonstrations, workshops, fairs, retail farm sales, special event facilities, etc.). Additional uses may be added to land use regulations that can enable the community to protect this resource while exploiting opportunities to extract the highest value for preserved agricultural lands.

Density: 2 DU/Acre
Intensity: Accessory/additional uses in harmony with and proportion to primary functioning agricultural use.

GREENWAY/FLOODPLAIN
INTENT & DESIRED CHARACTER
This designation is primarily intended for floodplain areas, as established by the adopted FIRM/FEMA maps and studies. These areas are natural areas for flooding—to capture and channel stormwater in large storm events, offer high habitat and ecosystem value, and should be avoided when considering areas for new development or redevelopment to protect life, property, and natural assets. These areas offer opportunities for conservation of natural areas and landscapes, as well as low impact recreational trails. Greenways may also be located adjacent to irrigation ditches, reservoirs, wetlands, and other ecologically-significant areas.
The greenway/floodplain areas include natural open space, trails, and river access. While sections of this land use may be on private land, efforts should be made to increase and maintain public access and to enhance connections for regional recreation and wildlife movement.

RECOMMENDATIONS
Uses: Passive recreation.
Density: N/A.
Intensity: N/A.
CHAPTER 6: IMPLEMENTATION

OVERVIEW
This chapter identifies a series of specific steps to be taken by the Town and community partners to achieve the Plan’s Guiding Principle, Integral Themes, and its respective goals and implementation strategies.

IMPLEMENTATION STRATEGIES
Building on the 2006 Comprehensive Plan, the following implementation strategies were confirmed, refined, or expanded. Additionally, community input informed a series of opportunities that resulted in new strategies. These strategies are intended to influence future zoning and regulation changes, suggest potential financing tools, leverage partnerships, prioritize capital investments, and establish new programs and services. The resources and partnerships required for each implementation strategy should be considered in conjunction with annual budgeting and capital planning.

The implementation strategies presented in this document are dynamic and they may be adjusted over time based on availability of new or improved information, changing circumstances, resource availability, and anticipated effectiveness, so long as they remain consistent with the intent of the Comprehensive Plan.

Implementation strategies are outlined by the following characteristics:

Type
- **Regulatory Reform:** Some development regulations and standards will need to be updated to ensure consistency with the goals and objectives of the Comprehensive Plan.
- **Capital Projects:** These major infrastructure investments and funding partnerships are specifically relevant to the implementation of the Comprehensive Plan goals and objectives but should be considered in conjunction with other capital improvements and related plans to determine priorities, project efficiencies, and timing of capital improvement expenditures.
- **Plans and Studies:** Specific locations or initiatives that may require additional support and direction at a more detailed level than what is established in this Comprehensive Plan. These include site-specific development guidelines, master and/or subarea plans, and feasibility or funding studies.
- **Programs and Resources:** These may include developing an educational program, marketing campaign, or a repository of resources to inform the public, encourage civic engagement, and overall, invite the community to contribute to the success of the Comprehensive Plan efforts. Programs and resources may also involve seeking or continuing collaborative efforts with local and regional organizations.

<table>
<thead>
<tr>
<th>Champion &amp; Partners</th>
<th>ACRONYM</th>
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<tbody>
<tr>
<td>Building</td>
<td>Bld.</td>
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<td>Public Works</td>
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<td>Department of Local Affairs</td>
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<td>Colorado Department of Transportation</td>
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<td>Planning and Zoning Commission</td>
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<td>Housing Authority</td>
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<td>Johnstown Senior Center</td>
<td>JSC</td>
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<td>Johnstown Historical Society</td>
<td>JHS</td>
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<td>Johnstown Housing Authority</td>
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<tr>
<td>Weld and Larimer Counties</td>
<td>WLCC</td>
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<tr>
<td>Greeley-Weld Housing Authority</td>
<td>GWHA</td>
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<td>Thompson Rivers Parks &amp; Recreation District</td>
<td>TRPRD</td>
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<td>North Front Range Metropolitan Organization</td>
<td>NFRMPO</td>
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<tr>
<td>Great Western Railroad</td>
<td>GWR</td>
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<tr>
<td>Union Pacific Railway</td>
<td>UP</td>
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Effectiveness/Impact
How effective a strategy is in generating tangible results:
- Low: somewhat effective, or slow to go into effect but still important
- Medium: more effective with some visible results shortly after implementation
- High: once completed, immediate results

Anticipated Cost
- $: an anticipated cost less than $20,000
- $$: an anticipated cost of $20,000 - $100,000
- $$$: an anticipated cost over $100,000

Anticipated Implementation Timeline
- Short-term: 0-5 years
- Mid-term: 5-10 years
- Long-term: 10-20 years or more

ROLES OF IMPLEMENTATION

Annual Workplan
Each year, the Town Manager and Planning and Development Director should collaboratively develop a workplan with key strategies for the year, based upon the Implementation Matrix. Resources and budgeting should be based upon implementing this Annual Workplan.

Tracking progress over time is crucial to ensuring the success of this Plan. It can be easy to lose track of how many improvements are made over time or to focus on strategies that steer away from identified priorities, targets, or resources. For this reason, Staff should identify accessible and important indicators and track their progress over time as part of the Annual Workplan to assess outcomes and maintain accountability.

The Town Manager and Planning & Development Director will have ultimate responsibility to coordinate audits and updates to the Plan and the Implementation of the Annual Workplan.

Town Council Prioritization Considerations
Ultimately, Town Council prioritizes the implementation of this Plan. Decisions are made based on a variety of changing conditions and priorities. Prioritization may change based on changing funding levels and/or sources (e.g., grant funding that must be used for a certain type of project), new opportunities for partnerships, and the emergence of new private development projects. The following criteria can help Town Council in determining the priority of strategies to implement:

- Health, Safety, Welfare, and Code Compliance: Strategy involves projects that improve public health, safety, welfare, or ensure code compliance.
- Ease of Implementation: Strategy capitalizes on opportunities to be easily implemented (i.e., low cost with large gains, staff capacity, development-ready projects, available property, etc.).
- Community Significance: Strategy provides benefit to a large number of people within the community, contributes to community vision and goals and to balancing needs across the community.
- Partnerships for Funding: Strategy leverages partnerships for funding (i.e., Regional Partners, federal or state grants, private sources, etc.).
- Satisfies Urgent Need: Strategy satisfies urgent needs within the community (i.e. transportation and safety improvements).
- Completes Phasing of Current Projects: Strategy completes phases of current projects that are yet to be completed.

Community Leadership
The community, and other governmental and non-governmental agencies, including community advisory committees, also have a role in the Johnstown Area Comprehensive Plan. Empowering them to take action will not only contribute to building civic leadership but also further the implementation of this Plan. The “Community Leadership” Handout provides information and resources needed to take action. The goal is for community organizations to collaborate with the Town to find mutually beneficial solutions, pool resources, and assist in gathering data and monitoring the success of the implementation strategies. The Community Leadership Handout should be a live document that continues to evolve and improve based on community contributions, and should be made available on the Town’s website, and promoted at community organizations and public facilities, including schools.

Plan Integration
Town Leadership and the Planning and Development staff should ensure consistency between the Johnstown Area Comprehensive Plan and development proposals, development regulations, and land use codes. Additionally, the Town should work to integrate the Plan’s Implementation Strategies into the Town’s Capital Improvement Plans to ensure implementation.

Plan Updates
Though the goals and strategies contained in this Plan were developed to guide the Town’s decision-making into 2040, the Plan is intended to be flexible and adapt to changing conditions. The Plan should be reviewed and updated at least every 5 years. Minor modifications may occur in interim years whenever major demographic shifts or policy changes occur that would impact the accuracy and direction of the elements in this Plan. As change occurs, however, the Plan’s Guiding Principle and Integral Themes should continue to provide the foundation for the Plan.

IMPLEMENTATION TABLE
The next couple of pages offer an illustration of the Implementation Table. Town Staff will work from a live version in an Excel Format. For the most up to date version of this table, please contact the Planning & Development Department.
### WHERE WE LIVE

#### STRATEGY	TYPE	CHAMPION	PARTNERS	EFFECTIVENESS/IMPACT	COST	TIMELINE

**GOAL L1 | ENSURE NEIGHBORHOOD CHARACTER AND AMENITIES CONTRIBUTE TO THE HEALTH AND WELLBEING OF DIVERSE RESIDENTS.**

| L1.1. Update land use regulations to address balance of residential and non-residential development consistent with the Future Land Use Plan; to create complete neighborhoods within and surrounding activity centers; to include design guidelines and wireless design standards for high quality developments; and to promote creative and diverse housing types and neighborhoods. | Regulatory Reform	P&L	Bldg. | High	$$	short-term |
|---|---|---|---|---|

**GOAL L2 | REVITALIZE AND MAINTAIN DOWNTOWN AS THE HEART OF THE COMMUNITY.**

| L2.1. Update Downtown Design Guidelines to reflect current community values and needs (e.g. enhanced streetscape, curbside management, and gathering places, among others); to promote the preservation, renovation, and adaptive reuse of historic structures; to review development requirements for downtown projects (parking, open space, landscaping, etc); and to provide clear regulatory guidance for decision-making. | Regulatory Reform	P&L	Bldg., JHA | Medium	$$	on-going |
|---|---|---|---|---|
| L2.2. Update land use regulations to encourage mixed-use structures and higher density housing types in and adjacent to the Downtown Area. | Program/Resource	Regulatory Reform	P&L	Bldg., JHA | Medium	$$	on-going |
| L2.3. Seek to expand the extents of Downtown as development and redevelopment near the current core area is proposed, utilizing more urban design standards to encourage an active streetscape and mix of uses. | Regulatory Reform	P&L	Bldg. | Medium	$$	on-going |
GOAL L3 | HONOR THE AGRICULTURAL HERITAGE OF THE JOHNSTOWN AREA.

L3.1. Assess the potential for implementation of agricultural preservation and conservation programs such as, easements, Transfer of Development Rights (TDR), and similar.

Plan/Study  P&D  Bldg / PW  Medium  $  mid-term

L3.2. Update land use regulations to encourage development to have agricultural elements and themes (e.g. orchards, community gardens, re-purposing agricultural structures, etc.) into their design. Alongside this effort, collaborate with new and existing neighborhoods, special districts, and other community partners to implement agricultural elements and themes in neighborhoods and facilities.

Regulatory Reform  P&D  Bldg / PW  Medium  $  on-going

L3.3. Establish relationships and collaborate with local agricultural producers, community partners and the business community in order to create new opportunities to connect local residents with local agricultural products and to develop an Agricultural Day to raise awareness of and build pride for local agriculture.


L3.4. Promote awareness about the presence of farm vehicles and enhance farm-related signage to encourage appropriate driving behavior in emerging areas of development with significant active agricultural lands.

Program/Resource  P&D  PW, Comms.  Low  $  on-going

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GOAL W1 | STRENGTHEN EMPLOYMENT CENTERS TO DIVERSIFY THE TOWN’S ECONOMIC BASE AND PROVIDE JOBS.

W1.1. Collaborate interdepartmentally to create flexible regulations and standards that accommodate evolving economic trends and industries, and attract new business interests and investment (e.g. renewable energy, business incubators, artists/makers spaces, synergistic businesses, etc.).

Regulatory Reform  P&D  All Town Departments  Medium  $  mid-term

W1.2. Assess incentives and business programs to attract and retain industries that provide high quality jobs (i.e. salaries and benefits) as well as needed goods and services to the community.

Some ideas suggested by the community are:

- Businesses and services for diverse age groups and needs.
- Destination businesses (e.g. microbreweries and dine-in galleries among others) that contribute to social gathering and recreation spaces.
- Businesses and partners that can help diversify and enhance Downtown options for restaurants, shops, and entertainment.

Regulatory Reform  TM  P&D  Medium  $  mid-term
W1.3. Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agri-tourism activities.

GOAL W2 | BALANCE MORE INTENSE COMMERCIAL USES ALONG MAJOR HIGHWAY CORRIDORS WHILE HAVING NEIGHBORHOOD-SCALE COMMERCIAL IN THE DOWNTOWN AND THROUGHOUT THE COMMUNITY TO ENSURE CONVENIENT ACCESS TO JOBS, GOODS, AND SERVICES FOR ALL RESIDENTS.

W2.1. Analyze the potential impact and utilization of new incentive areas to encourage development, redevelopment, and investment in key locations (i.e., URA, TIF, DDA), in collaboration with area businesses, owners, and other Town departments.

W2.2. Work with Downtown businesses, property owners, and residents to develop a strategy and design approach for Downtown that includes public improvements, encourages private investment, and favors home occupation businesses (that demonstrate that they will not have adverse effects on surrounding properties).

W2.3. Promote appropriate, mixed-density residential development in and adjacent to employment and commercial centers to enliven these areas, and provide options to live, play, and work in close proximity.

P1.1. Review and update the Parks, Recreation, Open Space, and Trails Plan.

P1.2. Develop an ADA and community informed checklist for the review, maintenance, and update of Town parks and ensure priority projects are included in the Town's Capital Improvements Plan.

P1.3. Develop a Multi-Purpose Regional Park Master Plan.

P1.4. Establish standards for the consistent integration of thematic and educational elements in the design of recreational areas and trails. Some considerations suggested by the community are: having signs and markers that identity species, farms, floodplains, etc.

P1.5. Assess opportunities to take advantage of local water features (i.e. Big Thompson and Little Thompson Rivers and the Johnstown Reservoir) for diversifying recreation options—to provide fishing and non-motorized water sports, among other activities.

P1.6. Update land use regulations to incorporate pocket parks and natural areas in all commercial and employment centers to create public spaces and to offset environmental impacts, ensuring continuity of parks, trails, and open spaces wherever possible.
## P1.7. Assess opportunities, partnerships, and funding to prioritize the acquisition and/or conservation of key open space and greenway corridors, including those shared with neighboring municipalities.

Plan/Study  PW  P&L, Larimer & Weld Counties  Medium  $  mid-term

## P1.8. Update land use regulations to facilitate improvements to Downtown public spaces that create inviting and flexible gathering options and that support year-round cultural and entertainment activities.

Program/ Resource  P&L  PW, Bldg.  Medium  $  on-going

## P1.9. Create an advisory group for community members to contribute to parks and recreation planning ensuring efforts are consistent with community desires.

Program/ Resource  P&L  PW, Comms.  Low  $  short-term

### HOW WE MOVE

<table>
<thead>
<tr>
<th>STRATEGY</th>
<th>TYPE</th>
<th>CHAMPION</th>
<th>PARTNERS</th>
<th>EFFECTIVENESS/ IMPACT</th>
<th>COST</th>
<th>TIMELINE</th>
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<tbody>
<tr>
<td>**GOAL M1</td>
<td>PROVIDE AN EFFICIENT, SAFE, AND COMPREHENSIVE TRANSPORTATION SYSTEM INTEGRATING MOTORIZED AND NON-MOTORIZED TRANSPORTATION OPTIONS.**</td>
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<td>M1.1. Regularly update the Transportation Master Plan to reflect changing needs and trends and to include a bike and pedestrian circulation plan as well as the efficient integration of micromobility.</td>
<td>Plan/Study  P&amp;L  PW / TE  Medium  $  on-going</td>
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<td>M1.2. Collaborate with railroad and irrigation ditch companies to enhance existing and create new pedestrian connections while honoring the historic character of the rail lines and the irrigation ditches.</td>
<td>Capital Project  PW  P&amp;D, DC, RRC  Low  $$$  long-term</td>
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<td>M1.3. Conduct a comprehensive analysis and update of the Street Design Standards (consider Larimer County Urban Area Street Standards [LCUASS]); the Transportation Plan; and the Parks, Recreation, Open Space and Trails Plan to ensure updated strategies are coordinated with each other.</td>
<td>Plan/Study  P&amp;L  PW, TE  Medium  $  short-term</td>
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<td>M1.4. Update land use regulations to include requirements for bike lanes and multi-modal trails to ensure connectivity with current and future development—within and adjacent to Town boundaries. Alongside this effort, analyze options to expand impact fees to support multi-modal transportation options.</td>
<td>Plan/Study  P&amp;L  PW, TM  High  $  short-term</td>
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<td>M1.5. Collaborate with local agencies and school districts to develop a clear implementation plan to create safe routes for cyclists and pedestrians to local schools. Update development codes to require this connectivity with new or redevelopment.</td>
<td>Capital Project  PW  P&amp;D, SD  High  $$$  on-going</td>
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<td>M1.6. Update land use regulations to incentivize or require parking lots for high density and non-residential uses to incorporate EV charging stations.</td>
<td>Capital Project P&amp;D PW</td>
<td>Low</td>
<td>$</td>
<td>long-term</td>
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<td>GOAL M2</td>
<td>ALIGN TRANSPORTATION AND ECONOMIC EFFORTS TO SUPPORT AND PROMOTE THE LOCAL ECONOMY.</td>
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<td>M2.1. Conduct a feasibility study to assess opportunities and funding options for a local shuttle or micro-transit service to connect residents and visitors to local destinations (e.g. from Downtown to 2534 area and vice versa).</td>
<td>Plan/Study PW P&amp;D, ED</td>
<td>Low</td>
<td>$</td>
<td>mid-term</td>
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<td>M2.2. Assess and update sign design standards (consider Tourist-Oriented Development signage – blue signs) for major corridors and activity centers to ensure high quality, cohesive, and compatible designs that promote local businesses and reduce the need for large signage.</td>
<td>Regulatory Reform P&amp;D ED</td>
<td>Medium</td>
<td>$</td>
<td>short-term</td>
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<td>GOAL M3</td>
<td>BUILD AND STEWARD PARTNERSHIPS TO COLLABORATIVELY ADDRESS TRANSPORTATION IMPROVEMENTS OF REGIONAL IMPACT.</td>
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<td>M3.1. Collaborate with regional agencies and neighboring communities to develop and maintain a transportation system that separates different modes of transportation (e.g. vehicular, bicycle, equestrian, pedestrian, etc.) and that enhance connectivity and safety of shared trails.</td>
<td>Capital Project P&amp;D, NFRMPO, CDOT</td>
<td>Medium</td>
<td>$$$</td>
<td>long-term</td>
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<td>M3.2. Work locally and with adjacent jurisdictions to reduce trail gaps by prioritizing the construction of proposed trails and sidewalks that create needed connections for people to actively and safely move within and beyond town boundaries.</td>
<td>Capital Project P&amp;D, Larimer &amp; Weld Counties</td>
<td>Medium</td>
<td>$</td>
<td>on-going</td>
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<td>M3.3. Work with the community to improve seniors’ transportation options (consider the NFRMPO One-Call One-Click Center).</td>
<td>Program TM P&amp;D, PW, Comms.</td>
<td>Low</td>
<td>$</td>
<td>on-going</td>
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<td>M3.4. Identify partnerships and resources for joining existing and emerging North Front Range public transportation services and projects.</td>
<td>Plan/Study PW P&amp;D, NFRMPO, CDOT</td>
<td>Low</td>
<td>$</td>
<td>mid-term</td>
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<td>M3.5. Identify partnerships with joint funding that subsequently allow the Town to annex appropriate county roads into the Town and upgrade and realign as needed for the most efficient regional transportation system possible.</td>
<td>Capital Project PW P&amp;D, Larimer &amp; Weld Counties</td>
<td>Medium</td>
<td>$$$</td>
<td>mid-term</td>
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<td>M3.6. Collaborate with CDOT to proactively and efficiently address traffic volumes, intersections, points of access, and overall safety on SH 60 and US 34.</td>
<td>Capital Project PW P&amp;D</td>
<td>Low</td>
<td>$$$</td>
<td>on-going</td>
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<td>M3.7. Leverage the I-25 designation as an Alternative Fuels Corridor to plan for the provision of EV infrastructure at interchanges.</td>
<td>Capital Project PW P&amp;D</td>
<td>Low</td>
<td>$</td>
<td>mid-term</td>
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<tr>
<td>M3.8. Proactively work with area railroad groups to coordinate safe and appropriate rail crossings for current and future transportation needs.</td>
<td>Capital Project PW P&amp;D, GWR, UP</td>
<td>High</td>
<td>$$</td>
<td>mid-term</td>
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### HOW WE SERVE

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<th>STRATEGY</th>
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<tr>
<td>S1.1</td>
<td>Goal</td>
<td>Direct Community Growth in a Manner That Will Provide for the Efficient and Effective Extension of Public Services and Facilities.</td>
<td>Capital Project</td>
<td>PW</td>
<td>High</td>
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<td>S1.2</td>
<td>Host regular meetings with school, fire, and parks districts to collaborate on upgrades to existing facilities and on securing locations for new facilities.</td>
<td>Program</td>
<td>P&amp;D</td>
<td>SD, FD, TRPRD</td>
<td>Medium</td>
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<td>S1.3</td>
<td>Continue encouraging the community-scale development of health services for diverse age groups and needs (e.g. Day Care Centers for medically compromised persons).</td>
<td>Program/Resource</td>
<td>P&amp;D</td>
<td>ED</td>
<td>Low</td>
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<td>S1.4</td>
<td>Create an implement a consistent design theme for new and existing Gateways.</td>
<td>Capital Project</td>
<td>P&amp;D</td>
<td>ED, PW</td>
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### GOAL S2 | Ensure Town Planning Efforts and Investments Are Sustainable and Contribute to the Community’s Quality of Life.

<p>| S2.1 | Pursue more regional, state, and federal grant opportunities and seek grant writing assistance to capitalize on funding opportunities. | Program/Resource | PW | P&amp;D, Bldg. | High | $ | on-going |
| S2.2 | Prioritize and seek out public and private partnerships and appropriately located and designed development proposals that maximize positive fiscal impacts and contribute to this Plan’s guiding principle. | Program/Resource | PW | P&amp;D, Bldg. | High | $ | on-going |
| S2.3 | Collaborate with neighboring towns to enhance connectivity with adjacent existing and future developments for the efficient development of utility infrastructure and emergency response. | Capital Project | PW | P&amp;D, WLCC | High | $$$ | on-going |
| S2.4 | Identify and pursue local and regional projects for the improvement of public services, including alternative and multi-modal transportation options and other technological advancements (e.g. broadband, small cell connectivity, advanced metering, electric vehicles, etc.). | Capital Project | PW | P&amp;D, Bldg. | High | $$$ | on-going |
| S2.5 | Leverage public engagement opportunities to educate on, discuss, define, and prioritize sustainability goals. Once goals are established, ensure their alignment across all Town efforts. Along this effort, promote water conservation approaches and practices in the community. | Plan/Study | P&amp;D | Comms., PW | Medium | $ | mid-term |
| S2.6 | Assess community desire to update land use and building codes to require (or incentivize) development to meet updated quality, sustainability, and infrastructure standards (e.g. universal design, green and solar infrastructure, radon mitigation, etc.). Alongside this effort, investigate override of PUD and HOA documents to allow the use of and retrofits for environmentally friendly infrastructure. | Development | P&amp;D | Bldg., PW | Medium | $ | on-going |</p>
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<tr>
<td>S2.7. Collaborate with local and regional schools to create a civic leadership curriculum and internship opportunities for individuals of all ages to learn about and contribute to Town affairs and to cultivate a community of leaders. Alongside this effort, work with the community to create a community corps of volunteers that can support community efforts.</td>
<td>Program/Resource</td>
<td>P&amp;D</td>
<td>Comms., TM</td>
<td>High</td>
<td>$</td>
<td>on-going</td>
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**GOAL S3 | ENSURE ALL DEVELOPMENTS IS IN BALANCE WITH THE NATURAL ENVIRONMENT.**

| S3.1. Identify and geographically define natural hazards and sensitive areas and recommended setbacks or mitigation to more appropriately incorporate these areas into planning efforts (e.g. hazard mitigation, environmental conservation, recreation and access) and to reference them in development reviews. | Plan/Study | P&D | PW | Medium | $ | mid-term |
| S3.2. Update development standards to minimize disruption and restrict development within regulatory wetlands and the floodplain. | Regulatory Reform | P&D | Bldg. | High | $ | on-going |
| S3.3. Collaborate with Weld and Larimer Counties to Develop a local Emergency Management Plan. Alongside this effort, work with the community to facilitate the formation of an emergency planning group (including public works, emergency responders, and interested community members) to conduct regular meetings. | Plan/Study | P, F | P&D, PW, WLCC | Medium | $ | mid-term |
| S3.4. Update development standards to include right-of-way landscaping requirements that use green infrastructure—to protect, restore, and mimic the natural water cycle. | Regulatory Reform | P&D | Bldg., PW | Medium | $ | short-term |
| S3.5. Assess opportunities to protect vital viewsheds along major corridors and gateways to highlight Johnstown’s unique natural features (e.g. rivers, mountains, protected agricultural lands, etc.). | Regulatory Reform | P&D | Bldg. | Low | $ | short-term |
| S3.6. Update current lighting code requirements and consider upgrading it to encourage Dark Sky approaches—for the efficient and safe utilization of outdoor lighting technologies with minimal disruption to the environment. | Regulatory Reform | P&D | Bldg. | Medium | $ | short-term |
Activity Center: a general term for mixed-use centers that integrate a range of uses and activities which complement and support each other. Typically, an activity center includes a predominant type of use, such as commercial or employment-related, that is then supported by a mix of one or more other uses, such as residential, civic, or institutional.

Agritourism: any activity carried out on a farm or ranch that allows members of the general public, for recreational, entertainment, or educational purposes, to view or enjoy rural activities, including farming, ranching, historic, cultural, harvest-your-own activities, or natural activities and attractions.

Americans with Disabilities Act (ADA): the ADA recognizes and protects the civil rights of people with disabilities and is modeled after earlier landmark laws prohibiting discrimination on the basis of race and gender. The ADA covers a wide range of disability, from physical conditions affecting mobility, stamina, sight, hearing, and speech to conditions such as emotional illness and learning disorders.

American Community Survey: A demographics survey program conducted by the U.S. Census Bureau. Data is collected for 1-year and 5-year periods.

Annexation: the process of bringing property into the Town limits. The Town may annex land one of two ways: by receiving a petition from a consenting property owner with land contiguous with the Town boundary, or when a property has been completely encircled by land located in the Town's jurisdiction (referred to as an "enclave") for a period of no less than three years.

Attainable/Affordable Housing: decent, attractive, safe, and sanitary accommodation that is affordable for the full spectrum of the Town's residents. While a cost of no more than 30% of gross household income is a good rule of thumb for affordability, there will be some circumstances where higher or lower thresholds may be more applicable.

Buffer: 1) a strip of land, fence, or border of trees, between one land use and another, which may or may not serve to help a government or community run, including roads, schools, parks, sewage treatment plants, and power generation and other energy uses. Often a floodplain is considered a hazardous area as damage to life and property can occur in the event of a flood.

Conservation Easement: a voluntary legal agreement between a landowner and another entity (usually a land trust) that places restrictions on the use of a piece of property. Common examples of use restrictions include prohibiting building on the property or preventing mining on the property. That said, landowners retain many of their rights, including the right to use the land for purposes such as agriculture and to sell it or pass it on to their heirs.

Cost-Burdened Households: households who pay more than 30% of their income for owning or renting a home and who may experience hardship affording necessities such as food, clothing, transportation, and medical care.

CPTED: Crime Prevention through Environmental Design: a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime. CPTED is pronounced 'sep-ted' and it is also known around the world as Designing Out Crime, defensible space, and other similar terms.

Density: For residential areas, the number of homes per net acre of land. For non-residential areas, by floor area ratio: the number of square feet of building area per net acre of land.

Design Guidelines: written statements, explanatory material, graphic renderings and/or photographs intended to inform property owners and the public of specific examples of techniques and materials appropriate to achieve identified design goals and objectives.

Downtown: the core area of Johnstown that has a mix of residential, business, and civic uses.

Economic Development: establishing new businesses and increasing the number of economic growth practices that can grow a local economy through diversification, number, or partnerships.

Economic Profile System (EPS): a tool created by Headwaters Economics to build customized socioeconomic reports of U.S. counties, states, and regions. EPS uses published statistics from federal data sources, including the U.S. Census Bureau, Bureau of Economic Analysis, and Bureau of Labor Statistics. The Bureau of Land Management and Forest Service have made significant financial and intellectual contributions to the operation and content of EPS.

Floodplain: 100-year floodplain: a floodplain is a generally flat area of land next to a river or stream. It stretches from the banks of the river to the outer edges of the valley. 100-year floodplain refers to any area that has a one percent chance of experiencing a base flood in any given year.

Gateway entrances: attractive and celebratory entrances that welcome residents and visitors into town. Key gateway entrances, like near the Downtown, may serve to help slow traffic well outside Town limits.

Intergovernmental Agreement (IGA): any agreement that involves or is made between two or more governments in cooperation to solve problems of mutual concern.

Land Use: Characteristic of the typical development or activity that occurs on the land.

Land Use Regulation (and Zoning): the municipal or local laws or regulations that indicate the permitted use of the property in accordance with the Town’s regulations and guidelines.

APPENDIX A: GLOSSARY OF TERMS
Median Household Income: the income cut-off where half of the households earn more, and half earn less.

Micromobility: transportation using lightweight vehicles such as bicycles or scooters, especially electric ones that may be borrowed as part of a self-service rental program in which people rent vehicles for short-term use within a town or city.

Mitigate/Mitigation: measures required or taken to avoid, minimize, compensate for, or offset definable negative impacts of development on the environment, public facilities and services, or other issues of community concern defined by ordinance.

Mixed-Use Development: development that integrates two or more distinct land uses, such as residential, commercial, and office, with a strong pedestrian orientation.

Mobility: methods of getting from point of origin to point of destination. Monitoring: observe and check the progress or quality of (something) over a period of time; keep under systematic review

Multi-Jurisdictional: a group of cities, counties, or a combination of both.

Multi-Modal Transportation: a street or path that supports more than one type of transportation including walking, bicycling, busing, driving, or others.

Pandemic: an outbreak of a disease that occurs over a wide geographic area and affects an exceptionally high proportion of the population.

Primary Job: the highest paying jobs for an individual worker, this includes one job per worker and may be in the public or private sector.

Quality of Life: in planning terms, quality of life means the attributes or amenities that combine to make an area a good place to live. Examples include the availability of political, educational, and social support systems; good relations among constituent groups; a healthy physical environment; and economic opportunities for both individuals and businesses.

Resilient/Resilience: The ability to change, adapt, or prepare for change that allows a return to normal to happen more quickly.

Retrofit (homes or roads): to furnish or enhance homes or roads with new or modified parts or features not available or considered necessary during the original construction.

Stakeholders: a person or group who has a vested interest in the project.

Strategy: outlines a course of action to guide decision-making to achieve the goals.

Streetscape: the overall appearance of a street and the features related to both it and the directly associated public realm, including medians, street trees and other landscaping, street-facing building treatments, entry features, walls, fences, amenities including street furniture and public art, and associated facilities such as street lights, utilities, signage, sidewalks, and trails.

Transfer of Development Rights (TDR): is a voluntary, incentive based program that allows landowners to sell development rights from their land to a developer or other interested party who then can use these rights to increase the density of development at another designated location. While the seller of development rights still owns the land and can continue using it, a conservation easement is placed on the property that prevents further development. A TDR program protects land resources at the same time providing additional income to both the landowner and the holder of the development rights.

Universal Design: design of the built environment that promotes access, to the greatest extent feasible, for all people regardless of age, size, ability, or disability.

Walkable/Walkability: a physical design and environment with availability of safe, accessible, connected and inviting facilities that encourage and result in more pedestrian activity for a variety of purposes.
2021 COMPREHENSIVE PLAN FINAL DRAFT

Planning Commission Presentation
29 September 2021, 7:00 PM
AGENDA

1. Process Overview
2. Public Engagement Overview
3. What’s in the 2021 Comprehensive Plan
4. Next Steps
Process Overview
2021 JOHNSTOWN AREA COMPREHENSIVE PLAN UPDATE

**Timeline**

**Phase 1: Foundation**
- JAN - JUNE 2020
  - Plan Branding
  - Community Engagement Plan
  - Existing Conditions & Trends
  - Plan Audit
  - Public Event Series #1

**Phase 2: Vision & Opportunities**
- JUNE - SEPT 2020
  - Values & Vision
  - Opportunities Analysis
  - Public Event Series #2

**Phase 3: Plan Development**
- SEPT 2020 - JAN 2021
  - Proposed Plan Framework
  - Action Plan
  - Draft Plan Development
  - Final Plan
  - Implementation Guidelines
  - Public Event Series #3
Community Input

- **19** Stakeholder Interviews
- **1,238** On-Line Questionnaire & Quick Poll Responses
- **1,200** Facebook Participation (Shares, Likes, Comments, etc.)
- **7** Plan Auditors
- **7** Steering Committee & 2 Council Work Sessions
- Virtual Town Hall with **700** Video Views
Theme Identification

- DIVERSE (COMMUNITY, ECONOMY, & LAND USES)
- SMALL TOWN, FAMILY FRIENDLY
- FORWARD THINKING, ADAPTIVE
- VIBRANT HISTORIC DOWNTOWN
- ALTERNATIVE & SAFE TRANSPORTATION MODES
- PRESERVED HERITAGE, FARMLAND, & OPEN SPACE
- CONNECTED (PEOPLE & PLACES)
- IMPROVED OUTDOOR RECREATION
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<tr>
<th>RESILIENT</th>
<th>VIBRANT</th>
<th>CONNECTED</th>
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Opportunities to make Johnstown more...
Guiding Principle

Johnstown celebrates our small-town heritage built from strong agricultural roots. We promote dynamic approaches to innovation and new trends, while maintaining our quality of life. Johnstown is a resilient, vibrant, and connected community that offers diverse and inclusive opportunities for generations of residents to live, work, and play.
Johnstown is Resilient

Johnstown's culture, values, and mix of land uses, services, and natural amenities cultivate our high quality of life and adaptability as a resilient community.
Johnstown is a vibrant community that leverages our walkable, historic downtown and traditional neighborhoods, with new innovative commercial and residential areas, offering diverse opportunities to enjoy and create lively and thriving business areas, neighborhoods, and civic spaces.
Johnstown is Connected

Johnstown provides a purposefully-designed and connected network of neighborhoods, transportation routes, events, services, and spaces to create a safe and inclusive environment for our diverse and growing community.
Community input informed the Plan’s Foundation

WHERE WE LIVE
Where we live should be a safe and connected network of neighborhoods that offer all residents opportunities to live, work, and play in Johnstown.

WHERE WE WORK & SHOP
Where we work and shop should capitalize on our historic downtown, agricultural heritage, and strategic location along the I-25 to cultivate businesses that can offer diverse jobs and services—strengthening our community resilience and maintaining our vibrant community character.

WHERE WE PLAY
Where we play should incorporate natural and cultural values to develop and support year-round recreational opportunities that are inclusive of and accessible to all and that contribute to the health and wellbeing of our diverse and growing community.

HOW WE MOVE
How we move should rely on safe and inclusive multi-modal transportation options that connect residents and visitors with each other and to jobs, services, and recreation opportunities within and beyond town boundaries.

HOW WE SERVE
How we serve should provide an efficient and consistent level of public services and amenities that are conducive to making our town resilient, vibrant, and connected.

COMMUNITY’S VALUES
TOWN’S MVV
PLAN’S GUIDING PRINCIPLE
PLAN’S INTEGRAL THEMES

Johnstown is Resilient
Johnstown is Vibrant
Johnstown is Connected

JOHNSTOWN’S FUTURE
What’s inside the 2021 Comprehensive Plan
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Existing Conditions

Housing Demographics
Johnstown is a family-oriented community with 3,672 residents, approximately 75% of whom are residents. Johnstown's average household size is 2.87 people—a little larger than the state's average of 2.56.

As of 2019, Johnstown had a total of 5,329 housing units. The housing stock is fairly new, with nearly three-quarters of the homes built in 2000 or later. The median property value in Johnstown is $283,400 and over 75% of the housing stock is valued between $200,000-$400,000.

Housing Types
As of 2019, 50% of housing units in Johnstown were single-family detached homes. Approximately 15% of buildings were apartment-style housing. 3% were single-family attached, and 1% were mobile homes. Over half of Johnstown's housing units are two or three-bedroom homes. A majority of the other homes are four to five bedrooms. Very few studio and one-bedroom units have been built. The predominant housing type in Johnstown is a two- or three-bedroom single-family detached home. These types of homes are generally occupied by families with children still in the house. However, the lack of smaller studio and one bedroom units as well as apartment or attached units such as townhouses creates a barrier for lower-income and first-time home buyers looking to establish in Johnstown. It is noteworthy that residential development continues to grow at a relatively high rate, and newer high-density multifamily projects have been built in recent years near activity centers—with more than 700 new units added in the past two to three years.

Occupancy & Vacancy Rate
Vacancy status is an indicator of the housing market and is used to assess the demand for housing and identify housing turnover. Johnstown's homeowner vacancy rate is 8%, meaning that over 99% of homes are currently occupied. Additionally, Johnstown's owner-occupancy rate is high (89%). These numbers indicate a stable housing situation for most residents, but also highlights the possibility that those new to Johnstown, seeking a different lifestyle (i.e., low maintenance living, new welder/empty-nester), or seeking housing for the first time may face difficulty finding appropriate and affordable housing. This scenario would be even more difficult when looking for rental properties as the vacancy rate is 0%, meaning the whole rental stock is currently occupied.

Housing Affordability

One indicator of housing affordability is the ability of residents to purchase a home. Housing is considered affordable if it costs about one-third to less than what the people living in the area earn, also known as the Area Median Income (AMI). The median income for all cities across the country is defined each year by the U.S. Department of Housing and Urban Development (HUD). The 2019 AMI for Johnstown area is $90,240 for a three-person family (100% AMI). However, as shown on Table 3, households that make 80% or less of AMI would only have access to 9% of Johnstown’s housing stock.

<table>
<thead>
<tr>
<th>TABLE 2. AFFORDABLE HOUSING STOCK BASED ON AMI</th>
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<tr>
<td>AMI Percentage</td>
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<tr>
<td>AMI</td>
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<tr>
<td>Max. Monthly Rent</td>
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<tr>
<td>Max. Affordable Home Price</td>
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<td>Total Housing Stock Affordable</td>
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Another indicator of housing affordability is the percentage of cost-burdened households. These are households who pay more than 30% of their income for housing and “may have difficulty affording necessities such as food, clothing, transportation, and medical care” (U.S. Department of Housing and Urban Development). With a median mortgage cost in Johnstown of $1,876 and a median monthly rent of $1,589, approximately 16% of owners and 29% of renters reported spending 30% or more of their income on housing in Johnstown.

In addition to the Johnstown Housing Authority that oversees a 24-unit elderly apartment complex, two other organizations that work in the Johnstown area to help residents find and maintain a place to live are Neighbor to Neighbor (serving Larrimer County) and the Greeley-Weld Housing Authority.

Ratio of Residential to Commercial
Johnstown has several existing commercial and mixed-use districts: Downtown, near the I-25 and Highway 34 ("2534") interchange, and the I-25 interchange at Hwy 60. As seen on Map 3, there is a stark difference in the acreage occupied by commercial/industrial and residential areas. Additional analysis of commercial and retail areas is provided in the next section, where we work & shop.
PLANS FOUNDATION
Guiding Principles and Integral Themes

JOHNSTOWN TODAY
Existing Conditions, Accomplishments, Community Desires, and Opportunities

ACCOMPLISHMENTS SINCE THE LAST PLAN
As recommended in the 2006 Plan, different housing types have been encouraged to support the housing needs of diverse residents. In particular, the Town has seen an increase in high density multifamily housing in recent years, with more than 700 new units built near activity centers in the past two to three years.

Johnstown’s overall housing stock is fairly new, with nearly three-quarters of the homes being built in the last twenty years. New residential neighborhoods continue to be built at a relatively high rate, and given the 2.5% annual growth rate for Larimer and Weld Counties from now into 2030, it can be expected that residential development pressures will continue to grow. As Johnstown responds to these pressures, it must ensure that the housing stock not only continues to respond to increasingly diverse housing needs, but also that it is balanced with employment and service opportunities, overall, making neighborhoods more resilient, vibrant, and connected.

OPPORTUNITIES MOVING FORWARD
- Diversity housing and neighborhoods to provide a wider variety of unit types (from apartment living to large estate lots) and accommodate different lifestyles and income levels.
- Ensure that adequate infrastructure and facilities, such as roads, parks/trails, services, water quality, and other utilities, are provided with new development.
- Promote the development of new homes (or provide incentives to retrofit old homes) for residents who want to age in place.
- Ensure new housing developments meet infrastructure standards.
- Improve connections within neighborhoods, to schools, to downtown, and other destinations.
- Balance residential with commercial land uses to promote local job opportunities as the town grows and develops.
- Support new residential developments to build more “complete” neighborhoods with housing near services, parks, transportation, and employment opportunities with neighborhood-scale activity/commercial centers.

WHAT WE HEARD FROM THE COMMUNITY
- “Having family friendly neighborhoods where kids can play outside and ride bikes.”
- “Having a King Soopers Marketplace or other grocery store would be nice.”
- “Add more retail, restaurants, and a grocery store near the center of town.”
- “More mixed-use neighborhoods with emphasis on walkability and diversity.”
Organized by the five Plan Elements, this Chapter highlights:

- **Policies (5):** clear and concise statements that set the stage for the day-to-day operations of Town Leadership, Staff, and other decision makers.

- **Goals (12):** to illustrate the desired future ideals the Town strives to achieve.

- **Implementation Strategies (59):** to outline the course of action to achieve the goals.
WHERE WE WORK & SHOP

Overarching Policy

Where We Work and shop should capitalize on our historic downtown, agricultural heritage, and strategic location along the I-25 to cultivate businesses that can offer diverse jobs and services—strengthening our community resilience and maintaining our vibrant community character.

Goals & Implementation Strategies

GOAL W1 | STRENGTHEN EMPLOYMENT CENTERS TO DIVERSIFY THE TOWN’S ECONOMIC BASE AND PROVIDE JOBS.

W1.1. Collaborate interdepartmentally to create flexible regulations that accommodate evolving economic trends and industries, and attract new business interests and investment (e.g., renewable energy, business incubators, artists/makers spaces, synergistic businesses, etc.).

W1.2. Assess incentives and business programs to attract and retain industries that provide high quality jobs (i.e. salaries and benefits) as well as needed goods and services to the community.

Some ideas suggested by the community are:

• Businesses and services for diverse age groups and needs.
• Destination businesses (e.g., microbreweries and dine-in galleries among others) that contribute to social gathering and recreation spaces.
• Businesses and partners that can help diversify and enhance Downtown options for restaurants, shops, and entertainment.

W1.3. Highlight and align economic development programs and tools to include opportunities for local agricultural, tourism, and recreation industries. This effort should also include working with local groups to develop, establish, and maintain a repository of available resources for interested parties to engage in agri-tourism activities.

GOAL W2 | BALANCE MORE INTENSE COMMERCIAL USES ALONG MAJOR HIGHWAY CORRIDORS WHILE HAVING NEIGHBORHOOD-SCALE COMMERCIAL IN THE DOWNTOWN AND THROUGHOUT THE COMMUNITY TO ENSURE CONVENIENT ACCESS TO JOBS, GOODS, AND SERVICES FOR ALL RESIDENTS.

W2.1. Analyze the potential impact and utilization of new incentive areas to encourage development, redevelopment, and investment in key locations (i.e., URA, TIF, DDA), in collaboration with area businesses, owners, and other Town departments.

W2.2. Work with Downtown businesses, property owners, and residents to develop a strategy and design approach for Downtown that includes public improvements, encourages private investment, and favors home occupation businesses (that demonstrate that they will not have adverse effects on surrounding properties).

W2.3. Promote appropriate, mixed-density residential development in and adjacent to employment and commercial centers to enliven these areas, and provide options to live, play, and work in close proximity.
HIGH DENSITY / INTENSITY (HDI)

INTENT & DESIRED CHARACTER
A High Density / Intensity area (HDI) will be generally characterized by a high percentage of non-residential uses, with some residential possibly integrated into larger development areas. These HDI corridors and nodes will accommodate and experience larger volume of traffic and be located along busy arterial and highway corridors, and especially at Interchanges and Intersections. These areas are intended to provide high-quality, high-visibility locations for retail, office, and employment activities, with some light industrial uses that can appropriately mitigate impacts and contribute to the employment base. These areas will have taller, larger-scale structures; a wider span of business hours; large parking areas; and a mix of uses that create economic synergies. Gathering spaces, entertainment venues, and walkable and enjoyable retail areas may be located adjacent to larger “big box” retailers. Town Gateways will also benefit from these HDI locations where most travelers may first be made aware that they are in Johnstown. While HDI areas are largely served by vehicular transportation with speeds of 35 mph or more, these areas may also serve as ideal locations for transit facilities, and multi-modal trails that allow cyclists and pedestrians to safely connect to the services offered from neighboring residential areas. Residential may be integrated into mixed-use structures, or be provided as stand-alone complexes, whereby residents can easily access employment, entertainment, and shopping opportunities, as well as the nearby transportation network and any transit facilities.

RECOMMENDATIONS

Uses:
Mix of commercial, employment, and higher density residential uses to enliven the area.
Active and attractive streetscape along major corridors, with parking shared among multiple uses, and situated to the sides and rear of development to better accentuate the businesses and entryways.
Signage that is master planned for larger development for consistency and aesthetics.

Density Range:
No maximum.

Intensity:
Given range of uses, no specified floor-to-area ratio.

Approximate Land Use Balance:
80+% non-residential to a maximum of 20% residential.
MEDIUM DENSITY / INTENSITY (MDI)

INTENT & DESIRED CHARACTER

A Medium Density / Intensity area (MDI) will generally be characterized by a more balanced, and wider-ranging mix of land uses – incorporating walk-up apartment buildings, townhomes, small lot (3,500-5,000 SF) attached and detached single-family housing, in close proximity to neighborhood-scale shopping, personal services, restaurants, small medical facilities, and facilities such as libraries and recreational centers. Medium Density / Intensity areas may also occur along arterials and other major corridors, and may serve as the next layer away from the High Density / Intensity areas they may neighbor, as a transition to lower density neighborhoods. MDIs will offer complete neighborhoods with a diversity of shops and services, including schools and civic facilities, within walking or biking distance from residential areas; and offer good walking connections along with larger-scale multi-modal trails.

Commercial uses may be developed as stand-alone sites or be grouped in small 10 to 20-acre centers or campuses. Johnstown’s Downtown would be ideal for this level of development. Reuse and redevelopment of existing structures may occur, with historic residences and structures changing to offices, boutiques, or personal services with alley-served parking. Commercial centers in an MDI will feature more walkability, perhaps offering covered arcades or awnings, pedestrian-scale signage, shade trees and nice landscaping that helps slow traffic and break up parking areas, and enjoyable outdoor spaces to gather. Rooftop and sidewalk patios, along with courtyard plazas offer patrons enjoyable places to meet and eat, gather and chat with friends.

Residential neighborhoods will provide a range of housing options and provide street and trail connections to adjacent neighborhoods. Housing will be encouraged to provide porches that extend closer to the sidewalks, and garages that are alley-loaded or setback to offer a safer, slower, and more interesting streetscape. Future considerations may include accessory dwelling or carriage house units to increase affordability and diversity. These are great neighborhoods to encourage and accommodate a diversity of lifestyles and income ranges, and allow active-agers to remain in Johnstown once larger family homes and yards may be less desirable.

RECOMMENDATIONS

Uses:

- Mix of neighborhood-scaled commercial and civic areas with moderate density residential.
- Attractive streetscape along major corridors, more suburban-style development, and walkable, pedestrian scale commercial areas that connect to adjacent neighborhoods.
- Signage is pedestrian-scale along walking areas. Along streets, signs are monument-style or master-planned for larger development for consistency and aesthetics; large signs would serve as multi-tenant or development-scale monumentation and entry features.

Density Range:

- 5-16 DU/Acre.

Intensity:

- Max of 4 stories, 70% lot coverage.
- 20-foot setbacks from roadways with screened parking areas.

Approximate Land Use Balance:

- 30-40% non-residential to 60-70% residential uses.
LOW DENSITY/ INTENSITY

INTENT & DESIRED CHARACTER

A Low Density / Intensity area (LDI) will be generally characterized by a higher percentage of residential, predominantly lots for single-family detached homes, with some lower-density townhomes or duplex/patio homes. Commercial will be less prominent and focused on neighborhood-level services such as a convenience store, gas station, dance/karate studio, auto shop, salon, or restaurant, and civic uses (parks, library, schools).

Low Density / Intensity areas will occur along collector and local street corridors, and are likely to be adjacent to MDI and HDI areas, which serve to buffer LDIs from major street corridors and busier commercial areas. LDIs will strive to offer complete neighborhoods with easy access to neighborhood services, parks, schools, and be connected to adjacent neighborhoods and multi-modal corridors with trails and walks.

Commercial areas in LDIs will feature smaller building footprints (≤3,000-30,000 SF), and be focused on providing smaller-scale retailers and services aimed at serving the immediate neighborhood and community, with more walkability and attractive landscaping that helps slow traffic and break-up parking areas, and enjoyable outdoor spaces to gather. Sidewalk patios and plazas offer patrons enjoyable places to meet and eat, gather and chat with neighbors. The commercial uses may occur in small commercial centers with multiple businesses, with cumulative commercial areas of around 100,000 SF.

Residential neighborhoods will provide multiple housing and lifestyle options within a more suburban setting. An LDI neighborhood may utilize winding internal streets and cul-de-sac configurations; perimeter fencing and landscaping for buffers, pocket parks and playgrounds within neighborhoods, connected to a trail system. These provide another great solution for integrating a range of lifestyles, incomes, and ages into a neighborhood.

RECOMMENDATIONS

Uses:

Streets and spaces support lower volumes of vehicles and people, with most homes and driveways accessing from local streets.

Attractive streetscape is presented along major corridors, with a more suburban-style development dominated by residential, but still allowing commercial uses and centers for small-scale uses that directly serve nearby neighborhoods and local residents.

Signage is pedestrian-scale along walking areas. Along streets, signs are monument-style or master-planned for commercial centers, and/or with adjacent neighborhoods, for consistency and aesthetics.

Density Range:

4-10 DU/Acre.

Intensity:

Maximum of 3 stories, 70% lot coverage, 20-foot setbacks from roadways with screened parking areas.

Approximate Land Use Balance:

15-20% non-residential to 80-85% residential uses.
VERY LOW DENSITY/ INTENSITY

INTENT & DESIRED CHARACTER

Very Low Density / Intensity areas will typically develop adjacent to more natural corridors of floodplains, rivers, reservoirs, prime agriculture conservation, bluffs or highly-sloped area, and other natural features to better accommodate and allow the unique features to be integrated into the design of the development.

These neighborhoods and areas will be generally characterized by a mixture of larger-lot, estate-style residential, integrated with clusters of lower-density townhomes and duplex/patio homes to create additional housing opportunities, while conserving the natural features these VLDI areas are intended to integrate with and protect. Cluster-style development allows a mix of housing types, adjacent to expansive open spaces and natural areas intended to buffer these features from more intensely-developed areas.

The Town would expect to see low volume streets, open-style fencing, trails that connect through the neighborhood, and a more native/natural landscape and plant mix. VLDSI’s will rely on adjacent neighborhoods and corridors for access to services, parks, schools, and nearby services.

RECOMMENDATIONS

Uses:

Streets and spaces support low volumes of vehicles and people, with all homes and driveways accessing from local streets. Significant open space and natural area conservation through the use of cluster development or specific building envelopes on estate lots.

Open rail fencing, natural grasses and landscape elements, protected natural features.

Density Range:

1-2 DU/Acre.

Intensity:

Maximum of 2 stories, building envelopes clarifying setbacks and intensity of development.

Land Use Balance:

100% residential uses
GREENWAY/FLOODPLAIN

INTENT & DESIRED CHARACTER
This designation is primarily intended for floodplain areas, as established by the adopted FIRM/FEMA maps and studies. These areas are natural areas for flooding—to capture and channel stormwater in large storm events, offer high habitat and ecosystem value, and should be avoided when considering areas for new development or redevelopment to protect life, property, and natural assets. These areas offer opportunities for conservation of natural areas and landscapes, as well as low impact recreational trails. Greenways may also be located adjacent to irrigation ditches, reservoirs, wetlands, and other ecologically significant areas.

The greenway/floodplain areas include natural open space, trails, and river access. While sections of this land use may be on private land, efforts should be made to increase and maintain public access and to enhance connections for regional recreation and wildlife movement.

RECOMMENDATIONS
Uses: Passive recreation.
Density: N/A.
Intensity: N/A.

AGRICULTURE PRESERVATION OVERLAY

INTENT & DESIRED CHARACTER
This agriculture preservation overlay represents areas identified by the United States Department of Agriculture (USDA) as prime for agriculture. As a “Right to Farm County”, Weld County recognizes the importance of maintaining productive agricultural lands to support the economies of scale required for agricultural operations. Johnstown concurs and welcomes the continued production of agricultural products within its Growth Management Area. While many acres of Johnstown’s prior surrounding agricultural lands have been converted to development, the Town is open to working with the community to preserve and conserve areas of ongoing production and prime agricultural lands.

Innovative financing and land use tools exist and should be considered to assist those interested in maintaining their agricultural businesses and way of life.

RECOMMENDATIONS
Uses: Large lot residential, ranch, farm, pastures, stables, and arenas. Special uses may be allowed for agri-tourism purposes (lodging, demonstrations, workshops, fairs, retail farm sales, special event facilities, etc.). Additional uses may be added to land use regulations that can enable the community to protect this resource while exploiting opportunities to extract the highest value for preserved agricultural lands.

Density: 0.11/1.0ac

Intensity: Accessory/additional uses in harmony with and proportion to primary functioning agricultural use.
ACTIVITY CENTERS

INTENT & DESIRED CHARACTER
Activity centers have been identified as strategic areas that support local and regional transportation networks, living, employment, recreation, and services. These areas are intended to be mixed-use centers that make a highly efficient use of space by offering high-density residential areas supported by a diversity of shops and services and a vibrant public realm.

Activity Centers continue to develop at highway interchanges, Downtown, and generally in conformance with other characteristics of a High Density / Intensity area. While three of the four activity centers are located along the I-25 corridor making them convenient for motorized travelers, these centers should also connect to the Town’s trail network, facilitating and encouraging active modes of transportation, and enhancing recreation opportunities for the community. These centers are ideal opportunities for the Town to consider future transit or other transportation services, and connections to nearby systems.

RECOMMENDATIONS
Uses: See High Density / Intensity category.
Density: No maximum.
Intensity: No specified floor-to-area ratio.
Approximate Land Use Balance: 85-90% non-residential to max 15% residential uses.

GATEWAYS

GENERAL LOCATION
At key, high traffic entrance points.

INTENT & DESIRED CHARACTER
These are unique entrances into Town. Gateways are intended to define our community — both in terms of physical limits and identity, to welcome residents and visitors, and to slow traffic well outside Town limits.
These gateways should be designed and landscaped to create cohesive, attractive, and celebratory landmarks that pay homage to Johnstown’s character and values.
WHERE WE LIVE

<table>
<thead>
<tr>
<th>STRATEGY</th>
<th>TYPE</th>
<th>CHAMPION</th>
<th>PARTNERS</th>
<th>EFFECTIVENESS/IMPACT</th>
<th>COST</th>
<th>TIMELINE</th>
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</thead>
<tbody>
<tr>
<td>GOAL 1.1</td>
<td>ENSURE NEIGHBORHOOD CHARACTER AND AMENITIES CONTRIBUTE TO THE HEALTH AND WELLBEING OF DIVERSE RESIDENTS.</td>
<td></td>
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</tr>
<tr>
<td>L.1.1.</td>
<td>Update land use regulations to address balance of residential and non-residential development consistent with the Future Land Use Plan, to create complete neighborhoods within and surrounding activity centers; to include design guidelines and wireless design standards for high quality developments and to promote creative and diverse housing types and neighborhoods.</td>
<td>Regulatory Reform</td>
<td>P&amp;D, Bldg.</td>
<td>High</td>
<td>$5</td>
<td>short-term</td>
</tr>
<tr>
<td>L.1.2.</td>
<td>Require connectivity of street and trail networks into and beyond new development, ensuring connection opportunities for future development on adjacent undeveloped lands and creating safe routes to schools.</td>
<td>Regulatory Reform</td>
<td>P&amp;D, Bldg., PW</td>
<td>Medium</td>
<td>$</td>
<td>on-going</td>
</tr>
<tr>
<td>L.1.3.</td>
<td>Create a measurable standard to require affordability/attainability, and universal design, in a certain percentage of housing units within new residential developments, or seek other techniques to address long term affordability in the community. Ensure updated code efforts include collaboration with local equitable housing advocates to identify and promote options and tools to create appropriate housing for senior and low-to-medium income households.</td>
<td>Plan/Study</td>
<td>P&amp;D, Bldg., JHA, Habitat</td>
<td>Medium</td>
<td>$</td>
<td>on-going</td>
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ITEM: Public Hearing of Welty Ridge Outline Development Plan Amendment 1

DESCRIPTION: Proposed amendment to the 144-acre Welty Ridge Outline Development Plan (ODP), 2019, to modify the size and shape of Planning Areas, update uses, signage, and other modifications.

LOCATION: South of CR 48, West of I-25

APPLICANT: Buc-ee’s, Ltd. / Kimley-Horn & Associates, Representative

STAFF: Kim Meyer, Director

HEARING DATE: October 13, 2021

EXECUTIVE SUMMARY
This project request is to modify an existing ODP for a Planned Unit Development with a mix of uses, on 144 acres at the SW corner of I-25 and CR 48, across from the Gateway industrial and retail development.

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

This project will need additional review and hearings to review proposed subdivisions, roadway and utility designs, drainage and stormwater design, architecture and landscape design, and other development details.

ATTACHMENTS
1- Vicinity Map
2- Welty Ridge – 2019 approved ODP
3- Welty Ridge ODP Amendment No 1
Zoning / Land Use:  PUD-MU – Welty Ridge ODP / Undeveloped
Surrounding Zoning / Land Use:
   North:  G – Gateway & PUD / Gateway Subdivision - Retail and Light Industrial Uses
   East:  Interstate 25
   South:  Weld “A” / RR Tracks and Unincorporated Ag lands
   West:  Weld “A” / Unincorporated Ag lands
Floodplain:  No
Oil & Gas:  An existing gas pipeline runs east-west through the site east-west, to a set of Plugged & Abandoned (P&A) wells, per the COGCC website.

PROJECT BACKGROUND & SUMMARY
The current Welty Ridge Outline Development Plan was approved by Johnstown in 2019, as a mixed-use PUD master plan. The ODP provided multiple Planning Areas, which could be modified in size and scale up to 30%, and included a maximum/cumulative total amount of square feet of commercial for each area as well as a maximum/cumulative density and numbers of units.

The Veeman Annexation, which brought this property into the Town, included an agreement that stipulated only commercial, light industrial, and multifamily uses for the property, with no light industrial along the I-25 frontage. The Welty Ridge ODP did permit some single family attached and detached units on the parcel, recognizing the size of the parcel may restrict the ability for the full 144 acres to support nothing but commercial, light industrial, and multi-family uses.

The current ODP amendment modifies some of the proposed site circulation, with a proposed roundabout at Gateway Circle & CR 48, to be fully detailed in development design stages and require additional traffic information. This has also been referred to CDOT for comments. CDOT and the Town are generally supportive of the concept, but also will require detailed engineering drawings and traffic studies/modeling to better analyze the potential impacts to the remainder of CR 48 and the Hwy 60 Interchange. This proposed design turns the Gateway Drive intersection into a right-in / right-out intersection, a fate likely sealed by the current interchange design as well as future traffic increases, and the need – at some point - for better traffic management on this leg of CR 48. Staff has reached out to adjacent property owners to inform them, one-on-one, of this proposed shift in traffic movements – most have been quite supportive of the overall traffic movement changes.

- No changes in residential density or unit counts, nor commercial SF is proposed.
- The land-use change was to remove the 5000 SF limitation on convenience / gas stations as market trends are moving those uses to be larger stores.
  - Staff analysis: The Town’s zoning code has no similar size restrictions, which was from the original ODP only.
- Changes to the circulation plan

SUBMITTAL AND REFEREALS
Based upon the changes proposed, this amended ODP included the proposed ODP sheet changes, as well as an updated Traffic Impact Study (TIS) that addressed the roundabout/intersection configurations proposed as well as trip generation of a specific tentative user.

The project was referred to and reviewed by:

The Community That Cares
Johnstown.Colorado.gov
P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO | F: 970.587.0141
STAFF ANALYSIS

The proposed amendments to the ODP sheets only reflect those that were modified with the original ODP and are included in the amendment; prior approved sheets with no revisions remain unchanged and applicable.

The one change to the Land Use Table would be to remove the limitation on convenience stores/groceries to no more than 5,000 SF. The current trend is for much larger, more full-service convenience stores offering restaurant-quality foods, as well as other conveniences. And a grocery store would be a welcome use in the community. This is not a requirement that appears anywhere in the municipal code, therefore Staff is supportive of removing that limitation.

On the circulation plan and overall ODP sheet, the changes are primarily to the configuration of several Mixed-Use Planning Areas, with some modified concept of how circulation could work through the site. The concept of a roundabout on CR 48, connected into the parcel with collector roads seems possible, depending on subsequent proposed development plans and requested revisions to the TIS. CDOT has noted that more detailed traffic information and modeling are likely needed to approve a roundabout at that intersection – Staff anticipates that the entire stretch of CR 48 from CR 7 to the interchange will be evaluated to determine the best points for accesses and intersections as the adjoining properties develop.

An additional sign has been proposed along the I-25 frontage of PA-3. Prior ODP permitted one larger multi-tenant sign along I-25 and one along CR 48, and proposed a future master signage program be developed. This amendment reiterates the intent for a master sign program and introduces an additional sign along I-25 as a Single or Multi-Tenant sign. One sign is noted at 45-foot height (prior ODP did not dictate a maximum height); and the additional sign is noted on Sheet 9 as 70-foot max, with the intent to be approximately 55 feet higher than the ultimate centerline of CR 48 – to be able to be seen both directions along I-25. Staff has worked with the Applicant to include aesthetic upgrades to the sign that would provide the bottom 20 feet to be clad in a material matching the adjacent development structure(s), as well as a higher density of landscaping, such that over time the trees will begin to help that single pole structure blend better with the overall site.

Overall grading and utility plans – as well as circulation plans – are fairly conceptual in nature at this ODP level, and will be more fully developed with continuation through the Town development review process.

NOTICE

Notice for the Planning & Zoning Commission hearing was published in the local paper of widest circulation, the Johnstown Breeze, on Thursday, September 23, 2021. This notice provided the date, time, and location of the Planning and Zoning Commission hearing, as well as a description of the project.
Notices were mailed to all property owners within 500 feet of the property in question. This notice included a map of the proposed ODP.

RECOMMENDED PLANNING AND ZONING COMMISSION FINDINGS AND MOTIONS

It is recommended that Planning and Zoning Commission send a positive recommendation to Town Council that the Welty Ridge ODP Amendment 1 be approved based upon the following findings:

1. The proposed ODP is in agreement with the Johnstown Area Comprehensive Plan and its Future Land Use Map.

2. The level of development of the proposed ODP appears serviceable by Town systems, services, and utilities, with required improvements that will be reflected in future development and construction plans.

Recommended Motion

Based on the application received, associated submittal materials, and the preceding analysis, the Planning & Zoning Commission finds that the request for the Welty Ridge Outline Development Plan Amendment 1 furthers the Johnstown Area Comprehensive Plan goals, and is compatible with all other applicable Town standards and regulations, and therefore moves to recommend to the Town Council approval of the requested action based upon the findings as stated in this memo.

Alternate Motions

a. Motion to Approve with Conditions: “I move that the Commission recommend to Town Council approval of the Welty Ridge Outline Development Plan Amendment 1 with the following conditions…”

b. Motion to Deny: “I move that the Commission recommend to the Town Council denial of the Welty Ridge Outline Development Plan Amendment 1 based upon the following…”

Planner:

Kim Meyer
Planning & Development Director
OUTLINE DEVELOPMENT PLAN AMENDMENT 1
WELTY RIDGE
LOCATED IN SECTION 10, TOWNSHIP 4 NORTH, RANGE 88 WEST OF THE SIXTH PRINCIPAL MERIDIAN, IN JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

A. INTRODUCTION

THE PURPOSE OF THIS SECTION IS TO ESTABLISH GENERAL PROVISIONS AND CLARIFY STANDARDS AND REQUIREMENTS FOR DEVELOPMENT WITHIN THE WELTY RIDGE PUD DUE TO THE SIZE OF LAND AREA CONTAINED WITHIN THIS PUD AND THE CORRESPONDING LARGES TRUMBOUT THAT IS ANTICIPATED. A RATHER BROAD RANGE OF DENSITY/AVERAGE DENSITY RANGES HAVE BEEN PREPARED FOR EACH LAND USE PARCEL. THESE RANGES WILL ALLOW A VARIETY OF COMMERCIAL, LIGHT INDUSTRIAL AND HOUSING PRODUCTS, IN ADDITION TO PROMOTING LAND USE AND DENSITY FLEXIBILITY. RANGES WILL ACCOMMODATE HOUSING PRODUCT LAND PLANNING MARKET AND TECHNOLOGICAL CHANGES INTO THE FUTURE. REFER TO THE PLANNING AREA SUMMARY FOR SPECIFIC DENSITIES AND SQUARE FOOTAGE.

B. DENSITY RANGES

RESIDENTIAL DENSITY RANGES ARE SPECIFIED WITHIN EACH ZONE AS LABELED ON THE LAND USE PLAN (REFER TO THE PLANNING AREA SUMMARY WITHIN THIS DOCUMENT FOR DENSITY RANGES). THE FINAL AVERAGE DENSITY OF A DEVELOPMENT PARCEL MUST BE WITHIN 10% OF THE SPECIFIED DENSITY RANGE INDICATED FOR THAT PLANNING AREA. THE FINAL AVERAGE DENSITY OF A PLANNING AREA SHALL BE BASED ON ALL RESIDENTIAL UNITS APPROVED THROUGH THE FINAL PLAT PROCESS WITHIN THE PLANNING AREA, WHETHER APPROVED AS A SINGLE PLAT OR AS MULTIPLE PLATS.

C. MAXIMUM RESIDENTIAL UNITS PER AREA

TRANSFER(S) OF RESIDENTIAL UNITS FROM PLANNING AREA TO PLANNING AREA (TRANSFER OF UNITS MAY NOT EXCEED 30% OF THE RECIPIENT PLANNING AREA MAX UNITS PER AREA MAY BE PERMITTED BY THE DEVELOPER WITH APPROVAL BY THE PLANNING AND DEVELOPMENT DIRECTOR. UNIT TRANSFERS SHALL BE TRACKED BY THE DEVELOPER AND PROCEEDED TO THE PLANNING AND DEVELOPMENT DIRECTOR WITH EACH SUCH TRANSFER AT THE FINAL PLAT STAGE OF THE SUBDIVISION PROCESS. HOWEVER, AT NO TIME SHALL THE TOTAL RESIDENTIAL UNITS WITHIN THIS PUD EXCEED 80% WITHOUT APPROVAL TO THE CDIC APPROVED BY TOWNSHIP COUNCIL.

D. RESIDENTIAL UNIT TRANSFERS

ONCE A PLANNING AREA HAS BEEN TOTALLY TRANSFERRED THROUGH THE FINAL PLAT PROCESS, ANY REMAINING RESIDENTIAL UNITS DESIGNATED ON THE PUD ZONE CLASSIFICATION SHEET PLAT SHEET PLANS OR OTHER DOCUMENTS AVAILABLE FOR TRANSFER TO OTHER REMAINING RECIPIENT PLANNING AREAS.

E. PLANNING AREA BOUNDARIES

PLANNING AREA ACREAGES AND BOUNDARIES ARE CONCEPTUAL AND SUBJECT TO CHANGE WITHIN REASONABLE PLANNING AREAS. PLANNING AREA ACREAGES UP TO 30% WITH APPROVAL BY THE PLANNING AND DEVELOPMENT DIRECTOR. SUCH CHANGES WILL RESULT IN CORRESPONDING CHANGES TO THE MAX SQ FT. AREA OR MAX UNITS/AREA SHOWN IN THE PLANNING AREA SUMMARY.

F. MAXIMUM COMMERCIAL SQUARE FOOTAGE PER AREA

TRANSFER(S) OF COMMERCIAL SQUARE FOOTAGE FROM PLANNING AREA TO PLANNING AREA (TRANSFER OF SQUARE FOOTAGE MAY NOT EXCEED 30% OF THE RECIPIENT PLANNING AREA MAY BE PERMITTED BY THE DEVELOPER WITH APPROVAL BY THE PLANNING AND DEVELOPMENT DIRECTOR). SQUARE FOOTAGE TRANSFERS SHALL BE TRACKED BY THE DEVELOPER AND PROCEEDED TO THE PLANNING AND DEVELOPMENT DIRECTOR WITH EACH SUCH TRANSFER AT THE FINAL PLAT STAGE OF THE SUBDIVISION PROCESS. HOWEVER, AT NO TIME SHALL THE TOTAL COMMERCIAL SQUARE FOOTAGE EXCEED 900 SQUARE FEET WITHOUT APPROVAL TO THE CDIC APPROVED BY TOWNSHIP COUNCIL.

LAND USE PLAN

LAND USE SUMMARY

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<tr>
<th>LAND USE</th>
<th>QUANTITY</th>
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PLANNING AREA SUMMARY

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<tr>
<th>PLANNING AREA</th>
<th>LAND USE</th>
<th>APPROVED ACRES</th>
<th>COMMERCIAL MAX. DU/ACRE</th>
<th>RESIDENTIAL MIN/ACRE</th>
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DENSITY TRANSFER TRACKING CHART

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<tr>
<th>PLANNING AREA</th>
<th>APPROVED DENSITY PRIOR TO TRANSFER</th>
<th>APPROVED DENSITY AFTER TRANSFER</th>
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<tr>
<td>TOTAL</td>
<td>144.4 ACRE</td>
<td>144.4 ACRE</td>
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</table>

 Legend

- MIXED USE - 1 (MU-1)
- MIXED USE - 2 (MU-2)
- RESIDENTIAL ZONING (RESI)
- EMPLOYMENT (EMP)

Scale: 1" = 200'
# Outline Development Plan Amendment 1

**WELTY RIDGE**

Located in Section 10, Township 4 North, Range 68 West of the Sixth Principal Meridian, in Johnston Township, County of Weldon, State of Colorado.

## Land Use Classification

<table>
<thead>
<tr>
<th>Use Type</th>
<th>Mixed Use 1 (MU-1)</th>
<th>Mixed Use 2 (MU-2)</th>
<th>Medium Density Residential (MDR)</th>
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<tr>
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<td>Commercial Uses</td>
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<tr>
<td>Recreational</td>
<td></td>
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</table>

## Definitions:

1. **Light Industrial** - Labor-intensive operations that typically produce products that are targeted toward end consumers rather than other businesses (e.g., consumer electronics, clothing manufacturing, etc.)
2. **Cluster Home** - Any residential grouping of at least two homes which access off a common shared drive or alley
3. **Medium Density Residential (MDR)** - This zone is intended to allow for single family detached homes and single family attached homes.
4. **Conservation Area** - A parcel of land owned and maintained by a town, metro district, or homeowner's association which meets the criteria of open area and is programmed as an active or passive area in which residents can utilize the space for, but is not limited to, seating, sports, parks, trails, or gardens.
5. **Agricultural Area** - A parcel of land owned and maintained by a town, metro district, or homeowner's association which meets the criteria of open area, and is programmed as a single residential area and which residents can utilize the space for, but is not limited to, seating, sports, parks, trails, or gardens.
6. A **Livestock Unit** is defined as a single unit consisting of both a commercial office and a residential (primary dwelling) component and is occupied by the same resident.
OUTLINE DEVELOPMENT PLAN AMENDMENT 1
WELTY RIDGE
LOCATED IN SECTION 10, TOWNSHIP 4 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, IN JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

NOTES:
1. ELEVATIONS GIVING AREAS AND LOCATIONS ARE DETERMINED USING THE MLI AND CONSTRUCTION MATERIALS DURING THE BLOXTMAN SURVEY OF THE COVEY UTILITIES ENCLOSURE THROUGH THE TOWN OF JOHNSTOWN.
2. THE ELEVATION SURVEY AND SURVEY POINTS ARE BASED ON THE FIELD DUG RIGOROUS SURVEY OF THE COVEY UTILITIES ENCLOSURE THROUGH THE TOWN OF JOHNSTOWN.
3. SEE SHEET 9 FOR VELOCITY CROSS SECTIONS.
4. APPROPRIATE PLAN VIEW BOUNDARY OF COVEY UTILITIES ENCLOSURE THROUGH THE TOWN OF JOHNSTOWN.

LEGEND
- PROPERTY LINE
- PROPOSED GB/RUTTER
- PROPOSED DRAIN
- PROPOSED GB/RUTTER
- PROPOSED GB/RUTTER
- PROPOSED GB/RUTTER
- PROPOSED GB/RUTTER
- PROPOSED GB/RUTTER
- PROPOSED GB/RUTTER
- PROPOSED GB/RUTTER
- FLOW ARROWS

ALL PLANNING ELEMENTS WITHIN THIS SHEET ARE SUBJECT TO FURTHER DETAILS REVIEW AND ARE NOT INTENDED TO ILLUSTRATE THE OVERALL CONCEPTS ONLY.

ALL PLANNING ELEMENTS WITHIN THIS SHEET ARE SUBJECT TO FURTHER DETAILS REVIEW AND ARE NOT INTENDED TO ILLUSTRATE THE OVERALL CONCEPTS ONLY.
OUTLINE DEVELOPMENT PLAN

AMENDMENT 1

WELTY RIDGE
LOCATED IN SECTION 10, TOWNSHIP 4 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, IN JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

PART 1 - INTRODUCTION

1.1 STATEMENT OF INTENT

WELTY RIDGE IS A - ± 145 ACRE MASTER-PLANNED COMMUNITY LOCATED IN JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO. THE DESIGN AND DEVELOPMENT OF THE PROPERTY IS CONDUCTED IN ACCORDANCE WITH THE OUTLINE DEVELOPMENT PLAN ("EDP") CONTAINED IN THIS DOCUMENT. THE EDP INCLUDES PARCEL DESIGNATION FOR VARIOUS TYPES OF RESIDENTIAL, COMMERCIAL, AND OFFICE USES. THE OUTLINE DEVELOPMENT PLAN IS SUBJECT TO THE TERMS OF THE PART 2 - GENERAL DESIGN GUIDELINES.

PART 2 - GENERAL DESIGN GUIDELINES

2.1 APPLICABILITY

THIS SECTION APPLIES TO ALL DEVELOPMENTS WITHIN WELTY RIDGE AND PROVIDES GENERAL STANDARDS UPON WHICH THE SUBSEQUENT SECTIONS WILL BUILD TO PROVIDE OPERATIONAL CLARITY FOR SPECIFIC LANDS. ALL GOVERNMENT LAWS, CODES, REGULATIONS, AND STATUTES ENFORCED BY THE TOWN OF JOHNSTOWN SHALL SUPERSEDE THE EDP.

2.2 LANDSCAPING

2.2.1 LANDSCAPE DESIGN PRINCIPLES

ALL DEVELOPMENT MUST ABIDE TO THE FOLLOWING LANDSCAPE DESIGN PRINCIPLES:

- DESIGN TO PROVIDE AN ATTRACTIVE, COMFORTABLE ENVIRONMENT FOR URBAN AND RURAL SETTLEMENTS AND MAINTAINING ADAPTABILITY AND MAINTENANCE NEEDS. IRRIGATION WATER REQUIREMENTS FOR LANDSCAPING ARE VARIABLE BASED ON THE LOCATION OF THE LANDSCAPED AREAS.

- DESIGN LANDSCAPES TO CREATE A NATURALIZED AREA OR AREA THAT IS INHERENTLY NATURAL OR MATERIALS THAT ARE NATURALLY ADOPTED TO THE NORTH COLORADO MORPHOLOGICAL AREA. SUCH NATURALIZED AREAS SHOULD NOT BE APPLIED TO THE SAME LANDScape DESIGN CONCEPT

- COORDINATE THE DESIGN OF THE LANDSCAPE WITH THE FLOOD PROTECTION SYSTEM, OR MANDATORY QUALITY IMPROVEMENTS.

- DESIGN AND MANAGE IRRIGATION SYSTEMS TO ACHIEVE VARIOUS EFFECTS.

2.2.2 STREETSCAPE DESIGN

THE DESIGN CONCEPT FOR OUTLINE DEVELOPMENT PLAN PROVIDES THE BASIS FOR LANDSCAPE DESIGN THAT TIES INTO THE OVERALL STREETSCAPE SYSTEM. THE USE OF RIGHT-OF-WAY IS TO DELIVER THE MAJOR AND MINOR ENTRANCES INTO THE SITE. IN ORDER TO CREATE AN ARTISTIC LANDSCAPE, MATERIALS CONFORMING TO CRATE AND LARGE MASSES OF TREES AND SHRUBS ARE REQUIRED. THE USE OF NATURAL MATERIALS FOR USES SUCH AS BRICKS, CEMENT AND OTHER NATURAL MATERIALS IS RECOMMENDED. THE USE OF NATURAL MATERIALS PROVIDES A VARIOUS EFFECTS. MATERIALS SUCH AS STONE, BRICK, AND HEADSTONES ARE ENHANCED WITH SHADES OF COLORS AND STAMPED CONCRETE.

2.3 COLLECTOR & ARTERIAL STREETS

PLANNING STANDARDS ARE DESIGNATED TO PROVIDE THE NETWORK DEVELOPMENT STANDARDS FOR THE RESIDENTIAL DISTRICTS. THESE DISTRICTS ARE DEVELOPED ACROSS MULTIPLE BUILDING AND PRODUCTS ARE CREATED TO PROVIDE THE MAXIMUM USE OF LAND. THESE DISTRICTS ARE DEVELOPED TO PROVIDE THE MAXIMUM USE OF LAND.

3.1 SINGLE FAMILY ATTACHED AND DETACHED RESIDENTIAL

3.1.1 APPLICABILITY

ALL DEVELOPMENTS MUST ABIDE TO THE FOLLOWING APPLICABLE REQUIREMENTS OF THESE DEVELOPMENT STANDARDS AS APPLICABLE REQUIREMENTS OF THE ADOPTED BUILDING CODE REQUIREMENTS.

3.1.2 EXTERIOR CHANGES

EXTERIOR MATERIAL CHANGES SHOULD OCCUR AT CHANGES IN THE PLANS OF THE BUILDING, NOT EXCLUSIVELY AT THE EXTERIOR CORNERS.

3.1.3 GARAGES

ALL SINGLE FAMILY ATTACHED RESIDENCES WILL INCLUDE A GARAGE ATTACHED AS PART OF THE NEW CONSTRUCTION OR PLACEMENT.

3.2 PRODUCT VARIATION

APPLICABILITY:

THE FOLLOWING HOUSING VARIETY STANDARDS APPLY TO ALL NEW RESIDENTIAL SUBDIVISION DEVELOPMENTS. THESE STANDARDS ARE INTENDED TO PROVIDE COMPATIBILITY WITH EACH OTHER AND PROVIDE A WIDE CHOICE OF HOUSING STYLES.

THE DESIGN AND MANAGEMENT OF HOUSING SYSTEMS SHOULD BE STATED AS PART OF THE NEW BUILDING OR PLACEMENT.

3.3 BUILDING ENCLOSED

PRIMARY BUILDING ENCLOSED SHALL BE CLEARLY DEFINED AND PROVIDE SHADING, AND INCLUDE A MINIMUM OF TWO (2) OF THE FOLLOWING:

- CANYON, ARCADE OR PORCH
- OVERHANG OR RECESS
- RAISED ROOF OR ARCH
- ARCHITECTURAL DETAIL SUCH AS COLUMNS, THE USE OF STONE OR MOLDINGS IN THE INTERIOR OR EXTERIOR WALLS
- INTERIOR PLANTERS OR VARIOUS WALLS THAT BRING IN NATURAL LANDSCAPED AREAS VIA SHADERS FOR SITTING

3.4 ROOF AND TOP TREATMENTS

ROOF TOPS MAY BE ANY MATERIALS THAT PROVIDE AN OUTDOOR SHELTER. SCREENS FROM VIEW OR DESIGNED TO BE INTEGRAL TO THE BUILDING.

THE AVERAGE BARNE HEIGHT SHALL NOT EXCEED 15% OF THE STRUCTURAL HEIGHT.

LARGE SLOPED ROOFS MUST HAVE VARIOUS HANGERS IN EXISTING BUILDING FOR THE MAXIMUM UP TO 100 UNDERNEATH ONE (1) OF THE FLOOR SCAFFOLDING TEAKETS.

ACCESSORY BUILDINGS SHALL BE OF THE SAME MATERIAL AND ARCHITECTURAL STANDARDS AS PRIMARY BUILDINGS.
OUTLINE DEVELOPMENT PLAN AMENDMENT 1
WELTY RIDGE
LOCATED IN SECTION 10, TOWNSHIP 4 NORTH, RANGE 88 WEST OF THE SIXTH PRINCIPAL MERIDIAN, IN JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

PART 4 - COMMERCIAL, OFFICE AND LIGHT INDUSTRIAL ARCHITECTURAL STANDARDS

4.1 GENERAL

THESE DESIGN STANDARDS APPLY TO THE CREATION OF AND IMPROVEMENTS TO HIGH VISIBILITY, NEIGHBORHOOD, COMMUNITY AND REGIONAL-SCALE COMMERCIAL AREAS. REQUIREMENTS APPLY TO THE OVERALL MAJORITY OF THE PUB CAN BE FOUND IN THE GENERAL DESIGN GUIDELINES (PART 2) AND SHOULD BE CONSIDERED COMPLEMENTARY.

4.1.1 CONTEXTUAL SCALE

IN ORDER TO ACHIEVE COHERENT DESIGNS WITHIN EACH AREA OF DEVELOPMENT, ATTENTION MUST BE PAID TO BUILDINGS AND FEATURES SURROUNDING THE PROPOSED IMPROVEMENT.

THE DESIGN OF BUILDINGS WHICH FACE PUBLIC LINES, ADJACENT DEVELOPMENTS, OR CONNECTED PEDESTRIAN SPACES, SHALL EMPLOY A MINIMUM OF 30% OF THE FRONTAGE. AT LEAST TWO OF THE FOLLOWING IN AN EFFORT TO FORM COHERENT DEVELOPMENT, DEFINE THE SPACES, AND TO BRING A PEDESTRIAN SCALE TO THE FACADES. THE REQUIREMENT IS FOR ALL ELEVATIONS (2D DESIGN):

1. SIMILAR VARIOUS AND PATTERNS
2. REPEATED ROOF LINES
3. SIMILAR BUILDING MATERIALS AND TEXTURES
4. SHADING DEVICES (INCLUDING ARCADES, AWNINGS AND ADOUBES)
5. SIMILAR PROPORTIONS OF ELEMENTS

4.1.2 ARTICULATION

WALL DESIGN FOR ALL FACADES SHALL VARY A FEET BY USE OF AT LEAST TWO (2) OF THE FOLLOWING:

1. CHANGES IN COLOR, TEXTURE, OR MATERIALS.
2. CHANGES IN WALL PLANE PROJECTIONS, REVEALS, ENTRANCES, AND RECESSES WITHIN A MAXIMUM CHANGE OF ONE INCH.
3. CHANGE IN GLAZING / CURTAIN WALL.
4. VARIETY IN ROOFS SUCH AS PITCH, HEIGHT, AND STYLE.
5. ENHANCED ARTICULATION ALONG PEDESTRIAN PATHS

4.1.3 BUILDING ENTRANCES

PUBLIC BUILDING ENTRANCES SHOULD BE CLEANLY DEFINED AND FEATURE AT LEAST TWO (2) OF THE FOLLOWING ELEMENTS:

1. CANPERS OR PORCHES
2. OVERHANGS OR OVERHANGS OR PROJECTIONS
3. ARCADES
4. ARCHES
5. DISPLAY WINDOWS ALONG SIDEWALKS
6. INTEGRAL PLANTERS OR VING WALS WITH INCORPORATED LANDSCAPE AREAS AND/OR PLACES FOR SITTING
7. DISTINCTIVE ROOF FORMS
8. AWNINGS
9. COLUMNIC, TILLE WORK, MOLDINGS, AND LITTLE INTEGRATED INTO THE DESIGN OF THE BUILDING

4.1.4 MECHANICAL EQUIPMENT LOADING AREA, AND OUTDOOR STORAGE

ALL LOADING DOCKS, ACCESSORY OUTDOOR STORAGE AND SERVICE YARDS SHALL BE LOCATED TOWARD THE SIDE AND REAR YARDS OR BUILDINGS.

ALL OUTDOOR STORAGE YARDS, LOADING DOCKS, SERVICE AREAS AND MECHANICAL EQUIPMENT SHALL BE CONCEALED FROM VIEW FROM RESIDENTIAL USES AND PUBLIC ROOF BY A COMBINATION OF SCREENS AND SCREENING MATERIAL (PLANTS AT LEAST AS HIGH AS THE BUILDING AND COVERAGE). PLANTS SHALL BE PLANTED WITH COLORS AND MATERIALS SIMILAR TO THOSE USED ON THE BUILDING AND ARCHITECTURE. PLANTS USED IN COMBINATION WITH SCREENS/FENCING WILL BE CONSIDERED.

THE OUTDOOR STORAGE REQUIREMENT DOES NOT PRECLUDE THE USE OF THE EXTERIOR WALLS SUCH AS MILLS, FIREPLACES, ETC. EXCEPT ITEMS SHALL NOT BE REQUIRED TO BE CONCEALED FROM VIEW.

STREETSCAPE TYPICAL (EXHIBIT A)
OUTLINE DEVELOPMENT PLAN AMENDMENT 1
WELTY RIDGE
LOCATED IN SECTION 10, TOWNSHIP 4 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, IN JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

PROJECT INTENT

The intent of this Outline Development Plan (ODP) is to provide overall zoning to the 1040-acre Welty Ridge Property. Welty Ridge is envisioned as a mixed use development which includes recreational, urban, and residential uses. This document will guide the overall character of Welty Ridge to ensure the quality and cohesiveness desired in this emerging part of northern Colorado.

LEGAL DESCRIPTION

This outline development plan, to be known as Amendment 1, is approved and accepted by the Town of Johnstown, by ordinance number ______________, passed and adopted on final reading at a regular meeting of the Town Council of the Town of Johnstown, Colorado held on the ______ day of __________, 20____.

BY: ______________________________       ATTEST: ___________________________

MAYOR                                                                       TOWN CLERK

RELATIONSHIP TO TOWN CODE & DEVELOPMENT STANDARDS

The provisions of this ODP shall prevail and govern development to the extent permitted by the Town of Johnstown Municipal Code. Where standards, details, and guidelines of the ODP, Outline Preliminary, or final development plans are not clearly addressed, the specific subject or are silent, the Johnstown Municipal Code and other standards, regulations, and guidelines shall be used, all proposed development is subject to Town of Johnstown Review Procedures.

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APPROVALS

TOWN COUNCIL

This outline development plan, to be known as Welty Ridge ODP, is approved and accepted by the Town of Johnstown, by ordinance number ____________________________ passed and adopted on final reading at a regular meeting of the Town Council of the Town of Johnstown, Colorado held on the ______ day of __________, 20____.

BY: ______________________________       ATTEST: ___________________________

MAYOR                                                                       TOWN CLERK

AMENDMENT 1

This outline development plan, to be known as Amendment 1, is approved and accepted by the Town of Johnstown, by ordinance number ____________________________ passed and adopted on final reading at a regular meeting of the Town Council of the Town of Johnstown, Colorado held on the ______ day of __________, 20____.

BY: ______________________________       ATTEST: ___________________________

MAYOR                                                                       TOWN CLERK

SHEET INDEX

1-3: Sheets being amended

COVER

LAND USE PLAN

CIRCULATION PLAN

TRAILS & OPEN SPACE PLAN

CONCEPTUAL UTILITY PLAN

CONCEPTUAL GRADING PLAN

DEVELOPMENT STANDARDS DESIGN GUIDELINES
OUTLINE DEVELOPMENT PLAN AMENDMENT 1
WELTY RIDGE
LOCATED IN SECTION 10, TOWNSHIP 4 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, IN JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

A. INTRODUCTION

THE PURPOSE OF THIS SECTION IS TO ESTABLISH GENERAL PROVISIONS AND CLARIFY STANDARDS AND REQUIREMENTS FOR DEVELOPMENT WITHIN THE WELTY RIDGE PUD. DUE TO THE SIZE OF LAND AREA CONTAINED WITHIN THIS PUD AND THE VARIOUS OUTLOTS THAT HAVE BEEN DEVELOPED, A BROAD RANGE OF DENSITIES AND SQUARE FOOTAGE PER ACRE HAVE BEEN PROPOSED FOR EACH LAND USE PARCEL. TO ENSURE CONSISTENCY WITHIN THE INVESTMENT IN INDUSTRIAL AND HOUSING PRODUCTS, IN ADDITION TO PROMOTING LAND USE AND DENSITY Flexibility, RIDGE WILL ACCOMMODATE HOUSING PRODUCT, LAND PLANNING, MARKET AND TECHNOLOGICAL CHANGES INTO THE FUTURE. REFER TO THE PLANNING AREA SUMMARY FOR SPECIFIC DENSITIES AND SQUARE FOOTAGE.

B. DENSITY RANGES

RESIDENTIAL DENSITY RANGES ARE SPECIFIED WITHIN EACH ZONE AS LABELED ON THE LAND USE PLAN (REFER TO THE PLANNING AREA SUMMARY WITHIN THIS DOCUMENT FOR DENSITY RANGES). THE FINAL AVERAGE DENSITY OF A DEVELOPMENT PARCEL MUST BE WITHIN 10% THE SPECIFIED DENSITY RANGE INDICATED FOR THAT PLANNING AREA. THE FINAL AVERAGE DENSITY OF A PLANNING AREA WILL BE BASED ON ALL RESIDENTIAL UNITS APPROVED THROUGH THE FINAL PLAN PROCESS WITHIN THE PLANNING AREA, WHETHER APPROVED AS A SINGLE PLAT OR AS MULTIPLE PLATS.

C. MAXIMUM RESIDENTIAL UNITS PER AREA

TRANSFER OF RESIDENTIAL UNITS FROM PLANNING AREA TO PLANNING AREA (TRANSFER OF UNITS MAY NOT EXCEED 30% OF THE RECIPIENT PLANNING AREA MAX UNITS PER AREA MAY BE PERMITTED BY THE DEVELOPER WITH APPROVAL BY THE PLANNING AND DEVELOPMENT DIRECTOR. UNIT TRANSFERS SHALL BE TRACKED BY THE DEVELOPER AND PROVIDED TO THE PLANNING AND DEVELOPMENT DIRECTOR WITH SUCH TRANSFER AT THE FINAL PLAN STAGE OF THE SUBDIVISION PROCESS. HOWEVER, AT NO TIME SHALL THE TOTAL RESIDENTIAL UNITS WITHIN THIS PUD EXCEED 850 WITHOUT AN AMENDMENT TO THE ODP, APPROVED BY TOWN COUNCIL.

D. RESIDENTIAL UNIT TRANSFERS

ONCE A PLANNING AREA HAS BEEN FULLY PLATTED THROUGH THE FINAL PLAN PROCESS, ANY REMAINING RESIDENTIAL DENSITY UNITS DESIGNATED ON THE PUD ZONE DOCUMENT WITHIN THE PUD AREA SHALL REMAIN AVAILABLE FOR TRANSFER TO OTHER REMAINING RECIPIENT PLANNING AREAS.

E. PLANNING AREA BOUNDARIES

PLANNING AREA ACREAGES AND BOUNDARIES ARE CONCEPTUAL AND SUBJECT TO CHANGE WITH DETAILED PLANNING. PLANNING AREA ACREAGES MAY CHANGE UP TO 30% WITH APPROVAL BY THE PLANNING AND DEVELOPMENT DIRECTOR. SUCH CHANGE MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DIRECTOR IN WRITING. SUCH CHANGE MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DIRECTOR IN WRITING.

IF PLANNING AREA CHANGES ARE MADE, ALL STREET CLASSIFICATIONS AS SHOWN ON SHEET 6 ARE SUBJECT TO CHANGE.

F. MAXIMUM COMMERCIAL SQUARE FOOTAGE PER AREA

TRANSFER OF COMMERCIAL SQUARE FOOTAGE FROM PLANNING AREA TO PLANNING AREA (TRANSFER OF SQUARE FOOTAGE MAY NOT EXCEED 30% OF THE RECIPIENT PLANNING AREA MAX SQ. FT. PER AREA MAY BE PERMITTED BY THE PLANNING AND DEVELOPMENT DIRECTOR. SQUARE FOOTAGE TRANSFERS SHALL BE TRACKED BY THE DEVELOPER AND PROVIDED TO THE PLANNING AND DEVELOPMENT DIRECTOR WITH SUCH TRANSFER AT THE FINAL PLAN STAGE OF THE SUBDIVISION PROCESS. HOWEVER, AT NO TIME SHALL THE OVERALL PUD COMMERCIAL SQUARE FOOTAGE EXCEED 1,000,000 SQUARE FEET WITHOUT AN AMENDMENT TO THE ODP, APPROVED BY TOWN COUNCIL.

LAND USE SUMMARY

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PLANNING AREA SUMMARY

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DENITY TRANSFER TRACKING CHART

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<tr>
<td>MU-2</td>
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Scale: 1" = 200'-0"
OUTLINE DEVELOPMENT PLAN AMENDMENT 1
WELTY RIDGE
LOCATED IN SECTION 10, TOWNSHIP 4 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, IN JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

LAND USE CLASSIFICATION: SPECIFIC USE TYPE

Agriculture or Related Uses
Agriculture X X X X
Community Gardens X X X

Accessory Structures
Accessory Structures for Agricultural/Recreational Operations X X X

Animals/Greenspace
Farm or Ranch Animal Center X - C -

Horticulture and Nurseries
Outdoor Nursery/Tree Production C - X -

Markets
Farmers Markets X X X C

Commercial Uses
Animal boarding (residential and training)** C C C C

Vehicle Parking
Parking lot A A C X

Building Materials & Services (Retail)
Landscaping equipment, hardwood materials (with outdoor storage) C - C -

Office
Ben, "TimePit", Beer Tasting/Bar Room X X X -

Business or Professional Office (including medical/clinical offices) X X X -

Centralized (Retail, Corporations, etc.) X X -

Custodian X X X -

Firestone X X X -

Management/Office Space, including medical (including includes office/clinics) X X X -

Vehicle/Designating & Serving

.visitors, etc. X X X -

Visitor Accommodations
Vehicular parking with shopping centers X X X X

*Includes those uses are conditional, uses of 50,000 SF or less of a residential use, but are permitted use by right outside of the 235 foot limit from residential uses.

**Includes boarding and training as a conditional use of up to 25,000 SF of a residential use, but is a permitted use by right outside of the 235 foot limit from residential uses.

AMENDED

AMENDMENT 1

DEFINITIONS:

1. LIGHT INDUSTRIAL - LABOR-INTENSIVE OPERATIONS THAT TYPICALLY PRODUCE PRODUCTS THAT ARE TARGETED TOWARD END CONSUMERS RATHER THAN OTHER BUSINESSES (E.G., CONSUMER ELECTRONICS, CLOTHING MANUFACTURING, ETC.)

2. CLUSTER HOMES - ANY RESIDENTIAL GROUPING OF AT LEAST TWO HOMES WHICH ACCESS OR OFF A COMMON-SHARED DRIVE OR ALLEY

3. MOTOR COURT - A TYPE OF CLUSTER HOME WITH A SHARED DRIVEWAY IN WHICH SOME OR ALL FRONT DOORS ACCESS SHARED DRIVEWAY.

4. GREEN COURT - A TYPE OF CLUSTER HOME WITH SHARED DRIVEWAY AND COMMON OPEN AREA

5. OPEN AREA - A PRIVATLY OR PUBLICLY OWNED AND MAINTAINED LAND AREA OR BODY OF WATER OR BOTH WITHIN A DEVELOPMENT. UPON WHICH THERE ARE NO STRUCTURES, PARKING AREAS, OR DRIVEWAYS. OPEN AREA MAY BE A LANDSCAPED AREA, PLAZA, RECREATIONAL AREA, SIDESWALKS, OR SUCH OTHER AREAS. LANDSCAPED AND WALKWAYS LOCATED IN RIGHT-OF-WAY CAN NOT BE COUNTED TOWARDS OPEN AREA REQUIREMENT.

6. USBASE AREA - A PARCEL OF LAND-OWNED AND MAINTAINED BY A TOWN, METRO DISTRICT, OR HOME OWNERS ASSOCIATION WHICH WOULD MEET THE CRITERIA OF OPEN AREA AND IS PROGRAMMED AS AN ACTIVE OR PASSIVE AREA IN WHICH RESIDENTS CAN UTILIZE THE SPACE FOR, BUT IS NOT LIMITED TO, SEATING, SPORTS, PARKS, TRAILS, OR GARDENS

7. A WORKSHOP UNIT IS DEFINED AS A SINGLE UNIT CONSISTING OF BOTH A COMMERICAL/OFFICE AND A RESIDENTIAL (PRIMARY DWELLING) COMPONENT THAT IS OCCUPIED BY THE SAME RESIDENT.

MIXED USE 1 (MU-1): PREDOMINANTLY A LARGE COMMERCIAL/RETAIL INDUSTRIAL FOCUS. THIS ZONE ALLOWS FOR LIGHT INDUSTRIAL AND WAREHOUSING USES ALONG WITH COMMERCIAL AND MULTIFAMILY USES.

MIXED USE 2 (MU-2): PREDOMINANTLY A NEIGHBORHOOD COMMERCIAL / RESIDENTIAL FOCUS. THIS ZONE PRIMARILY ALLOWS FOR COMMERCIAL USES ALONG WITH HIGH DENSITY RESIDENTIAL.

HIGH DENSITY RESIDENTIAL (HR-M): THE INTENT IS TO ALLOW FOR SINGLE FAMILY ATTACHED HOMES AND SINGLE FAMILY ATTACHED HOMES.

EMPLOYMENT (EMP): THE INTENT IS TO PROVIDE AREAS THAT WILL SERVE AS AN EMPLOYMENT CENTER OR OFFICE PARK THAT CAN ACCOMMODATE BUT NOT LIMITED TO CORPORATE CAMPUS, RESEARCH AND DEVELOPMENT, LIGHT INDUSTRIAL, OFFICE/FLEX, RETAIL, COMMERCIAL, WAREHOUSE AND DISTRIBUTION.

Note: This ODP iteration has been improved in the comprehensive concepts section, based on feedback.
DEPENDENT ON TRAFFIC IMPACT STUDY AT TIME OF INDIVIDUAL DEVELOPMENT APPROVALS

PROPOSED ROUNDABOUT

PA-3 0.2 AC
MU-1

PA-2 11.3 AC
MU-2

LOCAL

PA-1 3.0 AC
MU-3

PA-4 0.2 AC
MU-4

PA-5 0.2 AC
EMP

POSSIBLE CONNECTIONS TO FUTURE DEVELOPMENT (HP)

LOCAL

CIRCULATION PLAN

Scale: 1" = 200'-0"
OUTLINE DEVELOPMENT PLAN AMENDMENT 1
WELTY RIDGE
LOCATED IN SECTION 10, TOWNSHIP 4 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, IN JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

OPEN AREA
A. FOR THE PURPOSES OF THIS PUD, "OPEN SPACE OR LANDSCAPE AREA" IS REFERRED TO AS "OPEN AREA."
B. OPEN AREA PROVIDED PER THE REQUIREMENTS OF THIS PUD WILL MEET ALL LANDSCAPE AREA, OPEN SPACE AREA, OR SIMILAR AREAS REQUIRED PER THE JOHNSTOWN CODE REQUIREMENTS.
C. SINGLE FAMILY DETACHED OR ATTACHED RESIDENTIAL DEVELOPMENT WILL REQUIRE A MINIMUM 15% OPEN AREA.
D. MULTI-FAMILY RESIDENTIAL DEVELOPMENT WILL REQUIRE A MINIMUM OF 30% OPEN AREA.
E. COMMERCIAL AND LIGHT INDUSTRIAL DEVELOPMENT WILL REQUIRE A MINIMUM 20% OPEN AREA.
F. OPEN AREA REQUIREMENTS WILL BE CALCULATED ON A NET BASIS EXCLUDING PUBLIC RIGHT OF WAY.
G. LANDSCAPE BUFFERS AND DETENTION PONDS CAN COUNT TOWARDS OPEN AREA.
I. OPEN SPACE LOCATED WITHIN A SINGLE FAMILY ATTACHED OR SINGLE FAMILY ATTACHED LOT CAN NOT BE COUNTED TOWARDS OPEN AREA REQUIREMENT.

USABLE OPEN AREA
A. WELTY RIDGE REQUIRES A 15% USABLE OPEN AREA FOR RESIDENTIAL AREAS. FOR PURPOSES OF THIS PUD, THE 15% USABLE OPEN AREA SHALL BE CALCULATED FROM THE TOTAL AREA OF ALL RESIDENTIAL LOTS AND ADJACENT LOCAL ROADS THAT SERVE AS DIRECT ACCESS TO THE RESIDENTIAL LOTS.
B. USABLE OPEN AREA PROVIDED PER THE REQUIREMENTS OF THIS PUD WILL MEET ALL DEDICATED OPEN SPACE REQUIREMENTS PER THE JOHNSTOWN CODE.
D. A MINIMUM OF 1 ACRE OF PARK PER 250 RESIDENTIAL UNITS IS REQUIRED.
E. USABLE OPEN AREA MAY OWNED BY THE TOWN, METRO DISTRICT, OR HOA. OWNERSHIP TO BE DETERMINED AT THE TIME OF PRELIMINARY AND FINAL DEVELOPMENT PLANS.
F. WHERE PRACTICAL USABLE OPEN AREA SHOULD BE CONTINUOUS.
G. DETENTION PONDS CAN COUNT TOWARDS USABLE OPEN AREA REQUIREMENTS AS LONG AS THEY MEET THE DETENTION OF USABLE OPEN AREA PROVIDED IN THIS DOCUMENT. NOT MORE THAN 5% OF THE USABLE OPEN AREA REQUIREMENT CAN BE MET WITH DETENTION PONDS.

LEGEND
- 5' PEDESTRIAN WALK
- 10' PEDESTRIAN WALK
- PARK
- PRIMARY MONUMENTATION
- LANDSCAPE BUFFER

Scale: 1" = 200'-0"
ALL PLANNING ELEMENTS WITHIN THE ODP ARE SUBJECT TO FURTHER DETAILED REVIEW AND UPDATED REQUIREMENTS OF THE TOWN WITH SUBSEQUENT SUBMITTALS FOR DEVELOPMENT AND CONSTRUCTION PLANS. THESE PLANS ARE INCLUDED TO ILLUSTRATE THE OVERALL CONCEPTS ONLY.
AMENDMENT 1

THE OBJECTIVE OF THE WELTY RIDGE SIGNAGE PROGRAM IS TO HELP CREATE A UNIFIED IMAGE FOR THE COMMUNITY. THE WELTY RIDGE SIGNAGE PROGRAM SHALL ADHERE TO THE FOLLOWING:

1. ALL FREESTANDING SIGNAGE (EXCEPT FOR THE SIGN ON PA-3, EXHIBIT D ON SHEET 12) WITHIN THE DEVELOPMENT WILL BEAR THE STYLE AND LOGO OF WELTY RIDGE, HOWEVER INDIVIDUAL LOGOS AND GRAPHICS ARE ALLOWED ON THE SIGN FACE. FREESTANDING SIGNS LOCATED THROUGHOUT THE DEVELOPMENT ARE UNIFIED THROUGH THE USE OF SIMILAR GEOMETRY AND A REPETITION OF A COMMON MATERIALS PALETTE.

2. BUILDING MOUNTED SIGNS ARE REGULATED BY LIMITING SIZE. HOWEVER, TENANT LOGOS AND GRAPHICS ARE ALLOWED.

3. NO BLINKING LIGHT SIGNAGE WILL BE ALLOWED.

4. ONE MULTI-TENANT FREESTANDING SIGN SHALL BE ALLOWED ON I-25 WITH A MAXIMUM HEIGHT OF 45’ (SHEET 12, EXHIBIT C).

5. ONE SINGLE-TENANT OR MULTI-TENANT SIGN SHALL BE ALLOWED IN PA-3 (SEE SHEET 12, EXHIBIT D).

THE SAME HOUSE MODEL WITH THE IDENTICAL STREET SIGNAGE (NEARLY EVERY IDENTICAL SIGNAGE) SHALL NOT BE PLACED LESS THAN THREE FEET OR DIRECTLY ACROSS THE STREET FROM EACH OTHER. AS SHOWN ON SHEET 12, 119 OF THE WELTY RIDGE SIGNAGE PROGRAM IS DEPICTED AS A SET OF STICKERS THAT OVERLAP EACH OTHER. WHEN THE SIGNAGE IS WITHOUT STREET SIGNS, THE SIGNAGE AREA BETWEEN THE SIGNS SHALL BE USED FOR DIVIDING THE WELTY RIDGE SIGNAGE PROGRAM AREAS. ANY AREA OF ONE BLOCK SHALL NOT BE REPIEVED ON THE FIRST LOT OF THE WELTY RIDGE, EXCEPT THE FIRST BLOCK OF ONE WELTY RIDGE STREET SIGNAGE PROGRAM.

IDENTICAL OR NEARLY IDENTICAL STREET SIGNAGE DESIGN MEANS MEANLESS OR NO VARIATION IN THE ARTICULATION OF THE FOLLOWING ELEMENTS: COLOR OF THE FACADE, PLACEMENT OF THE PRIMARY ENTRANCES, PORCHES, WINDOW, OPENING WINDOW, AND OTHER MAJOR ARCHITECTURAL FEATURES.

3.3 CLUSTERED SINGLE FAMILY RESIDENTIAL ARCHITECTURAL STANDARDS

3.3.1 GENERAL

CLUSTER HOMES ADJOINING WELTY RIDGE TO A PUBLIC STREET AND A LANDSCAPED PUBLIC SPACE OR GREEN COURT SHALL HAVE A MINIMUM OF 100 FEET OR NO LESS THAN 6 FEET BETWEEN THE STRUCTURE AND THE PUBLIC STREET (SHEET 12, EXHIBIT B).

3.3.2 FACADES

IF FOUR OR FEWER UNITS ACCESS A SHARED DRIVE WITH A MINIMUM DRIVE WIDTH OF 14 FEET, USE CLUSTER HOUSE DESIGNS. IF THERE ARE MORE THAN 5 UNITS ACCESS TO A COMMON DRIVE THE MINIMUM DRIVE WIDTH SHALL BE 14 FEET. USE CLUSTER HOUSE EXAMPLE 4 - GREEN COURT ON SHEET 10.

GARAGES FACING ONTO SHARED DRIVES MUST HAVE A MINIMUM FACE TO FACE SEPARATION OF 30 FEET.

3.3.3 FACADES

EXTERIOR EXTERIOR EXTERIOR SHEETS SHALL COMPLY WITH THE CURRENT HOUSES AND FRAME HOUSES EXCEPT AS FOLLOWS. IN ORDER TO BE CONSIDERED A DISTINCT ELEVATION, EACH EXTERIOR SHEET CORPORATE CONSOLIDATION EXCEPT THREE FEET.

1. PLACEMENT OF WINDOWS ON THE FRONT FACADE ELEVATION INCLUDE AT LEAST A TWO-FOOT VERTICAL OR OR HORIZONTAL VARIATION IN SIZE LOCATION.

2. THE USE OF DIFFERENT MATERIALS OR VARIATIONS OF MATERIALS SHALL BE ALLOWED ON THE FRONT FACADE ELEVATION.

3. TREATMENT OF WOOD, STONE OR WOODEN OR OTHER MATERIALS IN EXTERIOR COVERAGE MAY BE MATCHING OR TEXTURAL / OR COMPLETELY DIFFERENT. THIS STANDARD ALSO APPLIES TO EXTERIOR ELEVATION OF A STREET, OPEN SPACE OR CLOSED PRIVATE PARK.

4. THE USE OF THE SAME MATERIAL AND OR COLOR ON THE FRONT FACADE ELEVATION.

6. GARAGE DOORS, INCLUDING LOCATION AND PROPORTION OF GARAGES AND GARAGE DOORS, SUCH AS 2-CAR, 3-CAR OR 4-CAR GARAGES, AS WELL AS THE GARAGE DOORS, DOORS, AND GARAGE DOORS (2-CAR, 3-CAR OR 4-CAR GARAGES) SELECTED AS THE SAME GARAGE DOORS (SHEET 12, EXHIBIT C).

7. VARIATIONS IN THE LENGTH, WIDTH, AND PROFIT OF THE FRONT PORCH (SIZE, WIDTH ETC.).

8. MINOR MATERIAL CHANGES SUCH AS DIFFERENT PANE COLOR, SIZING OF OR CREATE DESIGN CHANGES OF THE EXTERIOR ARCHITECTURAL ELEVATIONS, SONES, DECORATIVE BRICKWORKS, OR USING DIFFERENT MATERIALS OR COLOR SHALL NOT BE VIOLATED THE INTEREST OF THIS SECTION.

3.4 MULTIFAMILY RESIDENTIAL ARCHITECTURAL STANDARDS

3.4.1 BUILDING DESIGN

THE ARCHITECTURAL DESIGN FOR RESIDENTIAL URBAN AND VARIOUS EXISTING DEVELOPMENT AND SITE DESIGN.

THE DESIGN OF NEW STRUCTURES IN OR TO ADJUST TO EXISTING DEVELOPED AREAS MAY BE COMPATIBLE WITH, OR INTEGRATE INTO, THE ESTABLISHED ARCHITECTURAL STANDARDS OF THE COMMUNITY. COMPATIBILITY MAY BE ACHIEVED THROUGH TECHNIQUES SUCH AS:

1. RELOCATION OF ROOF LINES.

2. USE OF SIMILAR PROPORTIONS IN BUILDING MASS AND OUTDOOR SPACES.

3. USE OF SIMILAR MATERIALS AND PROPORTIONS TO THE STREET.

4. SIMILAR WINDOWS AND DOOR PATTERNS.

5. CONSISTENCY IN MATERIALS WITH SIMILAR COLORS AND TEXTURES.

TREAT ALL SIDES WITH SIMILAR MATERIALS. MULTI-FAMILY BUILDING FACADES SHALL BE PROPORTIONED WITH PORCHES, BALCONIES, BAYS OR OTHER FEATURES.

ACCESSORY BUILDINGS SHOULD BE SIMILAR IN CHARACTER AND MATERIALS AS PRIMARY BUILDINGS.

3.3.2 FACADES

FACADES THAT FACE A STREET OR PARKING AREA SHALL NOT BE MORE THAN 75 FEET HIGH (65 FEET WITHOUT INCLUDING AT LEAST TWO OF THE FOLLOWING): 1. CHANGE IN PLAN.

2. CHANGE IN COLOR, TEXTURE OR PATTERN MATERIAL.

3. WINDOWS.

4. COLUMNS, PERS, OR EQUIVALENT ELEMENT THAT SUBDIVES THE WALL.

FACADES GREATER THAN 100 FEET IN LENGTH SHALL INCORPORATE WALLS, PROJECTIONS OR RECEES HAVING A DEPTH OF AT LEAST 2% OF THE LENGTH OF THE LINES. FACADES SHALL OCCUPY AT LEAST 50% OF THE LENGTH OF THE FACADE.

3.3.3 BUILDING ENTRIES

PRIMARY BUILDING ENTRIES SHALL BE CLEARLY DEFINED AND PROVIDE FOR LIGHT, VENTILATION, AND INCLUDE A MINIMUM OF TWO OF THE FOLLOWING:

1. CANYON, ARCADE OR PORCH.

2. OVERHANG OR RECESS.

3. RAISED CORNER PARAPET.

4. PEAKED ROOF OR ARCH.

5. ARCHITECTURAL, DETAIL, SUCH AS COLUMNS, TILES, STONE OR MOLDINGS INTEGRATED INTO THE FACADE.

6. INTEGRAL PLANTERS OR WING-WALLS THAT SUPPORT THE BODY OF THE ENTRY OR LANDSCAPED AREAS AND/OR PLAZAS FOR PLANTING.

7. SHADOWS OR SHAPING OF THE FACADE OR SITE FEATURES.

3.4.2 ROOF AND TOP TREATMENTS

ROOFTOP MECHANICAL EQUIPMENT MUST BE NON-INTRUSIVE AND SCREENED FROM VIEW OR DESIGNED TO BE INTEGRAL TO THE ROOF FINISH.

THE AVERAGE RAMP HEIGHT MAY NOT EXCEED 15% OF THE SUPPORTING ROOF HEIGHT.

LARGE SLOPED ROOFS MUST HAVE VARIATIONS IN HEIGHT OR WIDTH TO MATCH THE PLANE WITH A MAXIMUM 100 LINEAR FEET PER ONE METER.
THE OUTDOOR STORAGE REQUIREMENT DOES NOT PROHIBIT THE USE OF EXTERIOR SALES SUCH AS GRILLS, FIRE-PITS, ETC. EXTERIOR SALE ITEMS SHALL NOT BE REQUIRED TO BE CONCEALED FROM VIEW.

AMENDMENT 1

SIGNIFICANT TREES/SHRUBS SHALL BE PLANTED TO COVER UP TO 30' OF SIGN BASE WITH LARGER THAN CODE MINIMUM TREES TO BE INSTALLED AT TIME OF PLANTING.

4.1.8 FENCES

ALL FENCING SHALL CONSIST OF WOODEN, STAIRS, PARCEL, METAL, SPLIT RAIL, VINYL, WROUGHT IRON, AND/OR MASONRY CHAIN LINK. WILL ONLY BE ACCEPTED IN "E" AREA BY INDUSTRIAL USES.

EXCESSIVE FENCING SHALL BE AVOIDED THROUGH THE USE OF WALLS, LANDSCAPE, BUFFERS, AND/or ANCHOR MATERIALS.

4.1.9 RETAINING WALLS

ANY PORTION OF CONCRETE OR MASONRY RETAINING WALLS VISIBLE FROM PUBLIC STREETS WILL BE COVERED WITH DECORATIVE MATERIALS SUCH AS STONE, BRICK OR STUCCO.

4.1.2 ARTICULATION

WALL DESIGN FOR ALL FACADES SHALL VARY AT LEAST EVERY FIFTY (50) HORIZONTAL FEET BY USE OF AT LEAST TWO (2) OF THE FOLLOWING:

1. CHANGES IN COLOR, TEXTURE, OR MATERIALS
2. CHANGES IN WALL PLANE PROJECTIONS, REVEALS, ENTRANCES, AND RECESSIONS WITH A MINIMUM CHANGE OF ONE FOOT
3. CHANGE IN GLAZING OR CURTAIN WALL
4. VARIETY IN ROOFS SUCH AS PITCH, HEIGHT, AND STYLE
5. ENHANCED ARTICULATION ALONG PEDESTRIAN PATHS

4.1.3 BUILDING ENTRANCES

PUBLIC BUILDING ENTRANCES SHOULD BE CLEARLY DEFINED AND FEATURE AT LEAST TWO (2) OF THE FOLLOWING ELEMENTS

1. CANOPIES OR PORCHES
2. OVERHANGS OR RECESSIONS OR PROJECTIONS
3. ARCHES
4. ARCHWAYS
5. DISPLAY WINDOWS ALONG BASEMENTS
6. INTIMATE PLANTERS OR VARIOUS WALLS WITH INCORPORATED LANDSCAPE AREAS AND/OR PLACES FOR SITTING
7. DISTRICIVE ROOF FORMS
8. AWNINGS
9. COLUMN, TILE WORK, MOLDINGS, AND STONE INTEGRATED INTO THE DESIGN OF THE BUILDING

4.1.4 MECHANICAL, EQUIPMENT, LOADING AREA, AND OUTDOOR STORAGE

ALL LOADING DOCKS, ACCESSORY OUTDOOR STORAGE AND SERVICE YARDS SHALL BE LOCATED TO THE SIDE AND REAR YARDS OF BUILDINGS.

ALL OUTDOOR STORAGE YARDS, LOADING DOCKS, SERVICE AREAS AND MECHANICAL EQUIPMENT SHALL BE CONCEALED FROM VIEW FROM RESIDENTIAL USES AND PUBLIC ROW BY A COMINATION OF SCREENS AND SCREENING MATERIAL (PLANTS AT LEAST 6' HIGH AS SHOWN) OR WALLS. EQUIPMENT SHOWN ON PLAN TO BE CONCEALED BY A WOODEN SCREEN OR AIR CLEANER WITH MATERIALS SIMILAR TO THOSE USED ON THE BUILDING ARCHITECTURE. PLANTS USED IN COMBINATION WITH SCREENS/EQUIPMENT SHALL BE INVESTED.

THE OUTDOOR STORAGE REQUIREMENT DOES NOT PROHIBIT THE USE OF THE EXTERIOR SALES SUCH AS GRILLS, FIRE-PITS, ETC. EXTERIOR SALES ITEMS SHALL NOT BE REQUIRED TO BE CONCEALED FROM VIEW.
PLANNING & ZONING COMMISSION  
STAFF ANALYSIS REPORT  

ITEM: Public Hearing and Consideration of Final Subdivision Plat of Whitehall Subdivision  

DESCRIPTION: Proposed initial, large-tract subdivision to establish lots for future development and dedicate rights-of-way and easements. Creates one buildable lot and four tracts for future resubdivision.  

LOCATION: North of Weld CR 46 and East of Colorado Blvd.  

APPLICANT: Sauer Whitehall, LLC and Sauer Phantom 5, LLC  

STAFF: Kim Meyer, Director  

HEARING DATE: October 13, 2021  

ATTACHMENTS  
1. Vicinity Map  
2. Final Plat  

PROJECT SUMMARY  
The Applicant is requesting consideration of a Final Subdivision Plat encompassing 240.054 acres that is being concurrently considered by the Town for Annexation and Establishment of Zoning (Whitehall Annexation). Proposed is a single buildable Lot – Lot 1, and multiple Tracts intended for future development and resubdivision, in addition to the full right-of-way dedications required along Colorado Blvd., CR 46, and the proposed Roosevelt Parkway. Roosevelt Parkway is designed and sited to align with the proposed collector street intersecting Colorado Blvd from future phases of The Granary.  

Additional features on the subdivision plat illustrate existing and proposed easements for future utility locations, based upon development plans being administratively-reviewed currently for the new Roosevelt High School planned for Lot 1. With these development plans are interim improvements to Colorado Blvd to accommodate turn lanes and other roadway improvements to accommodate the traffic generated by the proposed high school.
Access to Lot 1 will be via Roosevelt Parkway and a 30-foot fire and access easement connecting the northeast corner of that lot out to Colorado Boulevard. No connections to the north into Clearview Subdivision are planned or expected. Additional public streets and street connections within the Tracts is anticipated, as uses and specific development plans are further known.

**Zoning:** The pending zoning request is for PUD-MU (Mixed Use).

**ADJACENT ZONING & LAND USE**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>SF-1 and Weld Co. ‘A’: Ag/Undeveloped and Clearview Subdivision</td>
</tr>
<tr>
<td>East</td>
<td>PUD-MU – The Granary PUD SF Residential (under development review)</td>
</tr>
<tr>
<td>South</td>
<td>Weld Co. ‘A’ – Existing rural residences and ag properties</td>
</tr>
<tr>
<td>West</td>
<td>Weld Co. ‘A’ – Ag/Undeveloped</td>
</tr>
</tbody>
</table>

**PROPERTY LAND USE HISTORY**

This property has historically been agricultural use, in Weld County.

Annexation and Zoning ordinances (ORD 2021-209 & -210) for the site are pending approval by Town Council on 2nd reading on October 18, 2021. Final approvals of this subdivision are contingent upon annexation into Johnstown. Additionally, an Outline Development Plan (ODP) to further define development standards and uses in the proposed Planned Unit Development has been submitted for development review recently.

**PUBLIC NOTICE**

Notice for the Planning & Zoning Commission hearing was published in the Johnstown Breeze, on Thursday, September 23, 2021. This notice provided the date, time, and location of the Planning and Zoning Commission hearing, as well as a description of the project. Notices were mailed to all property owners within 500 feet of the property in question. This notice included a vicinity map and the proposed subdivision map. No neighborhood meeting was required. NO public comments have been received by Staff as of the date of publication of this report.

**STAFF ANALYSIS**

**Comprehensive Plan Review**

**GOAL CF 1. New development achieves the community’s goals and is consistent with the Town’s vision.**

- Staff believes this subdivision accomplishes this goal, allowing for a contiguous, and more compact pattern of growth, as well as a mix of uses to create more complete neighborhoods.

**GOAL MC 2. An adequate, efficient, safe and comprehensive transportation system integrating all modes of transportation.**

- Dedication of additional right of way for major arterials and a future-connected collector assist the Town in achieving a better overall transportation system.

This subdivision creates the opportunity for the owners and the school district to move forward with the new high school on Lot 1, obtains all the significant ROW for the major arterials along the boundaries, and creates the opportunity for future development. The Tracts will need to be resubdivided prior to
development, ensuring that the Town retains the ability to fully review proposed developments, 
construction drawings, traffic or utility impacts, and make future determinations on required 
improvements based on development plans, once more detail is known.

This “super-plat” (large tract) subdivision is being processed without submittal of full construction 
drawings, with the understanding that future development plans, subdivisions, and any construction or 
development will require additional town review and approval of all development and engineering 
reports, plans, construction drawings, and other plans for public and private improvements prior to 
construction of improvements or structures.

While not in strict conformance with code requirements that require submittal of engineering reports 
and development plans with plats, the ability to proceed to platting without full plans and “CD’s” in place 
is accommodated elsewhere, in Staff’s interpretation, by JMC §17-111 requiring that an agreement be in 
place that requires all necessary improvements, in conformance with Town design standards and other 
applicable codes and regulations, and which plans/reports have been reviewed and approved by the 
Town.

Staff recognizes that, on large properties with potentially long-term development plans that may not yet 
be known, this type of platting can be utilized as a reasonable and flexible approach to how the market 
functions, and can even permit some early “anchor” uses to kick off in advance of full plans for the 
remainder of the master planned area. Utilizing this option allows known uses/users to move forward, 
creates larger tracts for sale to other specialty developers (i.e., shopping center, multi-family, senior 
housing), while securing right-of-way, utility easements, and other up-front needs of the Town and 
community to ensure logical and efficient build-out as the area develops. Staff believes that this approach 
fulfills the spirit and intent of the Code.

Staff has no outstanding concerns and believes this subdivision will promote the Town’s goals of efficient 
development patterns and extension of infrastructure.

RECOMMENDED PLANNING AND ZONING COMMISSION FINDINGS AND MOTIONS

Recommended Findings
It is recommended that Planning and Zoning Commission send a recommendation for Approval with 
Conditions to Town Council that the requested subdivision of Whitehall Subdivision be approved based 
upon the following findings:

1. The proposed subdivision is consistent with the Town of Johnstown Comprehensive Plan.

2. The proposed subdivision is in substantial compliance with the Town’s codes, regulations, and 
requirements.

3. The proposed subdivision will allow a more flexible approach to development of the large 
acreage, while meeting the needs of the community as it develops.
**Recommended Motion**
Based on the application received, associated submittal materials, and the preceding analysis, the Planning & Zoning Commission finds that the request for the final subdivision plat for Whitehall Subdivision furthers the *Johnstown Area Comprehensive Plan* goals, and is compatible with all other applicable Town standards and regulations, and therefore moves to recommend to the Town Council Approval with Conditions of the Whitehall Subdivision based upon the findings as stated above, and the following conditions:

1. Prior to construction of any public or private development improvements, Town-approval of all required plans, reports, and permits shall be obtained.
2. A development agreement shall be entered into with the Town that states and clarifies developer obligations, and may be amended with more complete development details and special provisions as those become known through subsequent development review. This agreement will be recorded with the plat.

**Alternate Motion**
- Motion to Deny: “I move that the Commission recommend to the Town Council Denial of the Whitehall Subdivision final plat based upon the following findings...”

Planner:

Kim Meyer, Planning & Development Director
ITEM: Public Hearing and Consideration of Preliminary Subdivision Plat and Preliminary Development Plan of Johnstown Village, Filing 2 Subdivision (Pintail Commons – Tract P)

DESCRIPTION: Proposed single family attached residential subdivision, creating 150 lots for 75 pairs of duplex homes

LOCATION: South of State Highway 60 and East of Colorado Blvd.

APPLICANT: Prosper Land & Development, LLC.

STAFF: Justin Currie, Planner II

HEARING DATE: October 13, 2021

ATTACHMENTS
1. Vicinity Map
2. Preliminary Plat
3. Preliminary Development Plan
4. Johnstown Village PUD Overall Plan

PROJECT SUMMARY
The Applicant is requesting consideration of a Preliminary Subdivision Plat and Preliminary Development Plan for a project called Pintail Commons encompassing 13.821 acres in the Johnstown Village PUD development. The Pintail Commons development will be located in Tract P and is part of an existing PUD, Johnstown Village, currently being constructed as the “Mallard Ridge” neighborhood. Proposed is a single-family attached product that intends to create a community that feels open and accessible to the neighboring parcels with alley loaded single family attached homes that will face the surrounding perimeter streets, a central access road into the community that will connect from Meadowlark Drive in the north to the intersection of Sparrow Drive and Bluebird Road in the south, and open space and sidewalk connectivity that will allow all residents to easily reach the front of all units, the central park, the common area open space, and the surrounding Mallard Ridge (Johnstown Village) single family and future commercial developments. All landscaping will follow the planting list and general presentation in the existing PUD guidelines as to blend in seamlessly with the parcels to the north, east and south. Required dedication of park land is accommodated by Tract E – a 1.3 acre park in the center of the neighborhood.
Zoning: PUD-R Johnstown Village PUD

ADJACENT ZONING & LAND USE
North       PUD-B – Johnstown Village PUD - undeveloped
East        PUD-R – Mallard Ridge Single Family Residential
South       PUD-R – Mallard Ridge Single Family Residential
West        PUD-R – Clearview PUD Single Family Residential

PROPERTY LAND USE HISTORY
This property was annexed into the Town with the Massey Farms 141 Annexation in 2006, ordinance number 2006-773 and has historically been agricultural use, in Weld County.

PUBLIC NOTICE
Notice for the Planning & Zoning Commission hearing was published in the Johnstown Breeze, on Thursday, September 23, 2021. This notice provided the date, time, and location of the Planning and Zoning Commission hearing, as well as a description of the project. Notices were mailed to all property owners within 500 feet of the property in question. This notice included a vicinity map and the proposed subdivision map. No neighborhood meeting was required. NO public comments have been received by Staff as of the date of publication of this report.

STAFF ANALYSIS
Comprehensive Plan Review
GOAL CF 1. New development achieves the community’s goals and is consistent with the Town’s vision.
• Staff believes this subdivision accomplishes this goal, allowing for a contiguous, and more compact pattern of growth, as well as a mix of uses to create more complete neighborhoods.
• Staff also appreciates the alley-loaded duplex homes that provide a “front door” view to the surrounding streetscape.

GOAL NH-1: A diversity of housing types to support the housing needs of a diverse population – Housing diversity distribution.
• Attached single-family homes are proposed for Johnstown Village Filing 2, introducing an alternative housing type to the standard detached single-family homes being built in Filing 1 – Mallard Ridge. The minimum lot size as proposed is significantly smaller than lots in existing developments, where minimums are typically 6,000 square feet; however, this trend is being seen in many new, developing areas with smaller lots sizes that help contribute to more affordable housing that can serve a wider range of lifestyles and needs.
GOAL MC 2. An adequate, efficient, safe and comprehensive transportation system integrating all modes of transportation.

- Pedestrian and vehicular connections are provided into the adjacent neighborhoods to create a sense of community and to not separate this neighborhood from the existing residents to the west and north and future residents to the east and south.

Staff has no outstanding concerns and believes this subdivision will promote the Town’s goals of efficient development patterns and extension of infrastructure, and meets the intent of a mix of housing for the overall Johnstown Village PUD.

RECOMMENDED PLANNING AND ZONING COMMISSION FINDINGS AND MOTIONS

Recommended Findings
It is recommended that Planning and Zoning Commission send a recommendation for Approval with Conditions to Town Council that the requested subdivision of Johnstown Village Filing 2 be approved based upon the following findings:

1. The proposed subdivision is consistent with the Town of Johnstown Comprehensive Plan.

2. The proposed subdivision is in substantial compliance with the Town’s codes, regulations, and requirements.

3. The proposed subdivision will allow a more flexible approach to development of the large acreage, while meeting the needs of the community as it develops.

Recommended Motion
Based on the application received, associated submittal materials, and the preceding analysis, the Planning & Zoning Commission finds that the request for the final subdivision plat and development plan for Johnstown Village Filing 2 furthers the Johnstown Area Comprehensive Plan goals, and is compatible with all other applicable Town standards and regulations, and therefore moves to recommend to the Town Council Approval with Conditions of the Johnstown Village, Filing 2 based upon the findings as stated above, and the following conditions:

1. Final Plan and Final Development Plans and accompanying materials shall be submitted to the Town, meeting all Town codes, regulations and specifications, addressing any and all outstanding relines and comments, and in substantial conformance with the approved Preliminary Plat and Preliminary Development Plans, within twelve months, following the Town’s review and approval process.
Alternate Motion

- Motion to Deny: “I move that the Commission recommend to the Town Council Denial of the Johnstown Village, Filing 2 Preliminary Plat and Preliminary Development Plan based upon the following findings…”

Respectfully Submitted:      Reviewed by:

Justin Currie, Planner II      Kim Meyer, Planning and Development Director
JOHNSTOWN VILLAGE
P.U.D. - PRELIMINARY DEVELOPMENT PLAN, FILING NO. 2
A RESUBDIVISION OF TRACT P, JOHNSTOWN VILLAGE FILING NO. 1
LOCATED IN THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 4 NORTH
RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

LEGEND
RIGHT OF WAY LINE
LOT TRACT LINE
LOT LINE
EASEMENT LINE
BLOCK NUMBER
LOT NUMBER
PROPOSED WATER LINE
EXISTING WATER LINE
EXISTING SANITARY LINE
EXISTING GAS LINE
PROPOSED HYDRAULIC

ABBREVIATIONS

LAND USE TABLE

PROJECT CONTACT LIST

BENCHMARK

JOHNSTOWN REVIEW COMMITTEE (JRC) SIGNATURES
Johnstown Village
P.U.D. - PRELIMINARY DEVELOPMENT PLAN, FILE NO. 2
A RESUBDIVISION OF TRACT 9, JOHNSTOWN VILLAGE FILE NO. 1
LOCATED IN THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 12N, RANGE 67 W.6., WELD COUNTY, STATE OF COLORADO

DEVELOPMENT STANDARDS
I. GENERAL INTENT
It is intended that Johnstown Village be a reasonably priced mixed use neighborhood with single family detached homes, single family attached townhomes, commercial architecture, and commercial frontage products and vehicular circulation consistent with the neighborhood to create a sense of community and not to impinge on the existing residents to the east and south. Johnstown Village will be of a quality community with a homeowner’s association or a metro district responsible for maintenance of all common areas, landscaping, maintenance of the entrance point, common areas, and various open space areas. Wherever traffic is to be limited, yards along the perimeter streets to the community in a similar quality and maintenance throughout the development.

II. DESIGN INTENT
A. Building
The relationship to the pedestrian level streets as well as the sidewalk will be very important. Therefore, all buildings that front Colorado Boulevard (U.S. 287) shall be five feet from the street edge. The buildings shall be set back sufficiently to allow for a sidewalk of sufficient width to accommodate pedestrian traffic. Wherever this relationship is not attainable, streetscape elements shall be used to enhance this characteristic of the neighborhood.

B. Landscape
Community design elements will contribute to making Johnstown Village a quality community. These elements will include internal road amenity areas, common open space, common open space corridors, sidewalks, and landscaping in the park area on the west side of the neighborhood that includes the retention ponds. All streetscape elements shall be designed to provide for a pedestrian friendly environment.

C. Parks and Open Space
Parks and open space areas will be provided along the internal and collector street sidewalks that will be in the residential area and developed areas of the future. These parks and open space areas will be designed to provide for pedestrian use as a walking and exercise area, and as an open space area. The future parks and open space areas shall be designed as family oriented recreational areas with public access to the park facilities.

D. Fencing and Screening
The proposing plan for Johnstown Village shall be at least 5 feet from the residential property line, shall be at least 5 feet high, and shall be non-combustible. All fencing and natural barriers shall be located between the street and the residential area. The fence along the 30 percent masonry requirement to exclude doors and windows shall be at least 5 feet in height and shall be clearly demarked by patio paving, a privacy screen, a three-foot wall, or landscape screening. The focus of these trail connections will be to connect meandering walks adjacent to arterial and collector streets into the connecting open space corridors, landscaped entry features and monumentation, appropriate lighting, pedestrian and bicycle circulation paths, streetscape improvements, and access to the neighborhood.

E. Architecture
The street of the neighborhood within Johnstown Village is provided to enclose single family detached homes, single family attached townhomes, commercial architecture, and commercial frontage products and vehicular circulation consistent with the neighborhood to create a sense of community and not to impinge on the existing residents to the east and south. Johnstown Village will be of a quality community with a homeowner’s association or a metro district responsible for maintenance of all common areas, landscaping, maintenance of the entrance point, common areas, and various open space areas. Wherever traffic is to be limited, yards along the perimeter streets to the community in a similar quality and maintenance throughout the development.

COMMUNITY DESIGN PRINCIPLES AND DEVELOPMENT STANDARDS
All Guidelines as established by the Town of Johnstown Municipal Code and Design Guidelines shall take effect as provided below:

A. Single Family Detached Housing
1. Minimum Front Elevation:
   - A minimum of 20 percent shall be above grade (including air space, deck areas and protection area) with the balance being any type of siding and/or materials
   - A minimum of 40 percent including windows and door areas and not area (noted area) in the balance being any type of siding and/or materials
2. Building side exterior wall areas shall be composed of one of the following:
   - At least 20 percent shall be brick or stone (including air space, deck areas and protection area, and the balance being any type of siding and/or materials
   - A minimum of 40 percent, including windows and door areas and not area noted area in the balance being any type of siding and/or materials
3. Each unit shall have a side yard setback that provide a minimum of five feet by seven feet, with a minimum area of seven feet by ten feet, which shall be determined by the Planning Department.
4. No tree may be found in a right of way or edge of property in a private right.

B. Commercial
1. PUD
   - A primary roof slope of at least 5:12 shall be provided unless the architectural style dictates otherwise.
   - Each door that is not located in a portion of the wall clad in masonry shall have a minimum four-inch nominal wide trim border.
   - Building side exterior wall areas shall be composed of one of the following:
     - A minimum of 20 percent shall be brick or stone (including air space, deck areas and protection area, and the balance being any type of siding and/or materials
     - A minimum of 40 percent including windows and door areas and not area (noted area) in the balance being any type of siding and/or materials
   - Each building side exterior wall areas shall be composed of one of the following:
     - A minimum of 20 percent shall be brick or stone (including air space, deck areas and protection area, and the balance being any type of siding and/or materials
     - A minimum of 40 percent including windows and door areas and not area (noted area) in the balance being any type of siding and/or materials
   - A primary roof slope of at least 5:12 shall be provided unless the architectural style dictates otherwise.
   - Each door that is not located in a portion of the wall clad in masonry shall have a minimum four-inch nominal wide trim border.
   - Each street facing elevation of each house shall have a minimum window area of 12 square feet of glass area. On any elevation requiring a window, the garage, basement or entry door windows shall not be used to satisfy the window requirement.
2. Vehicular, including public, private, and on-street parking spaces, along with the balance being any type of siding and/or materials
3. Each unit shall have a side yard setback that provide a minimum of five feet by seven feet, with a minimum area of seven feet by ten feet, which shall be determined by the Planning Department.
4. No tree may be found in a right of way or edge of property in a private right.

C. Future Use
1. Vehicular, including public, private, and on-street parking spaces, along with the balance being any type of siding and/or materials
2. Each unit shall have a side yard setback that provide a minimum of five feet by seven feet, with a minimum area of seven feet by ten feet, which shall be determined by the Planning Department.
3. No tree may be found in a right of way or edge of property in a private right.

D. Future Use
1. Vehicular, including public, private, and on-street parking spaces, along with the balance being any type of siding and/or materials
2. Each unit shall have a side yard setback that provide a minimum of five feet by seven feet, with a minimum area of seven feet by ten feet, which shall be determined by the Planning Department.
3. No tree may be found in a right of way or edge of property in a private right.

E. Construction
1. PUD
   - A primary roof slope of at least 5:12 shall be provided unless the architectural style dictates otherwise.
   - Each door that is not located in a portion of the wall clad in masonry shall have a minimum four-inch nominal wide trim border.
   - Building side exterior wall areas shall be composed of one of the following:
     - A minimum of 20 percent shall be brick or stone (including air space, deck areas and protection area, and the balance being any type of siding and/or materials
     - A minimum of 40 percent including windows and door areas and not area (noted area) in the balance being any type of siding and/or materials
   - Each building side exterior wall areas shall be composed of one of the following:
     - A minimum of 20 percent shall be brick or stone (including air space, deck areas and protection area, and the balance being any type of siding and/or materials
     - A minimum of 40 percent including windows and door areas and not area (noted area) in the balance being any type of siding and/or materials
   - A primary roof slope of at least 5:12 shall be provided unless the architectural style dictates otherwise.
   - Each door that is not located in a portion of the wall clad in masonry shall have a minimum four-inch nominal wide trim border.
   - Each street facing elevation of each house shall have a minimum window area of 12 square feet of glass area. On any elevation requiring a window, the garage, basement or entry door windows shall not be used to satisfy the window requirement.
2. Vehicular, including public, private, and on-street parking spaces, along with the balance being any type of siding and/or materials
3. Each unit shall have a side yard setback that provide a minimum of five feet by seven feet, with a minimum area of seven feet by ten feet, which shall be determined by the Planning Department.
4. No tree may be found in a right of way or edge of property in a private right.

F. Construction
1. PUD
   - A primary roof slope of at least 5:12 shall be provided unless the architectural style dictates otherwise.
   - Each door that is not located in a portion of the wall clad in masonry shall have a minimum four-inch nominal wide trim border.
   - Building side exterior wall areas shall be composed of one of the following:
     - A minimum of 20 percent shall be brick or stone (including air space, deck areas and protection area, and the balance being any type of siding and/or materials
     - A minimum of 40 percent including windows and door areas and not area (noted area) in the balance being any type of siding and/or materials
   - Each building side exterior wall areas shall be composed of one of the following:
     - A minimum of 20 percent shall be brick or stone (including air space, deck areas and protection area, and the balance being any type of siding and/or materials
     - A minimum of 40 percent including windows and door areas and not area (noted area) in the balance being any type of siding and/or materials
   - A primary roof slope of at least 5:12 shall be provided unless the architectural style dictates otherwise.
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2. Vehicular, including public, private, and on-street parking spaces, along with the balance being any type of siding and/or materials
3. Each unit shall have a side yard setback that provide a minimum of five feet by seven feet, with a minimum area of seven feet by ten feet, which shall be determined by the Planning Department.
4. No tree may be found in a right of way or edge of property in a private right.

DRAFT: Johnstown Village File No. 2 PUD intends to follow all development standards from existing File No. 1 PUD with the exception amendments found in Community Design Principles and Development Standards A.3. and Single Family Attached Residential Side Setbacks which were submitted on 3/17/2021 and approved administratively by Planning Department on 4/30/2021 and an amendment to Single Family Attached Development Standards A.2. which changes the 30 percent masonry requirement to exclude doors and windows which has been administratively approved by Town Planning staff.
A RESUBDIVISION OF TRACT P, JOHNSTOWN VILLAGE FILING NO. 1
LOADED IN THE NORTHEAST QUADRANT OF SECTION 7, TOWNSHIP 4 NORTH
RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

Wabash Valley Bench

A

B Trellis

10' x 14' Red Cedar Pergola
(unfinished wood, pre-cut wood manufactured by fifthroom.com)

C Berliner Playground Structure

JOHNSTOWN VILLAGE
P.U.D. - PRELIMINARY DEVELOPMENT PLAN, FILING NO. 2
A RESUBDIVISION OF TRACT P, JOHNSTOWN VILLAGE FILING NO. 1
LOADED IN THE NORTHEAST QUADRANT OF SECTION 7, TOWNSHIP 4 NORTH
RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO
NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
Hi-Glo™ Product Drawing

Landscape Forms Pedestrian Light

J

Landscape Forms Bollard Light

K

NOTES:
1. The units approved for UPS and private applications.
2. The various mailbox accessories are sold separately and are UPS Approved.
3. Pedestrian lights can be ordered with an extension fixture and a pole, with a minimum mount size of 12".
4. Bollard lights can be ordered with an extension fixture and a pole, with a minimum mount size of 18".

16 Unit Mailbox Mailbox Emporium

Lightology 12V Inground Well Light

M

PVC HOUSING

48" 18-2 LOW VOLTAGE WIRE WITH QUICK CONNECT

SPADE TERMINALS (BORNE ENBOUGCHIRAIL)

2" 12" EXTRA WIRE (6" 12" FIL SUPPLEMENTAIRE)

UPLIGHT ELUMIAGE VERS LE HAUT

GRANULAR MATERIAL (MATERIAU GRANULEUX)

SPOTLIGHT PROJECTEUR
NOTE: SIGNAGE WALLS AND DETAILS NOT IN LANDSCAPE CONSTRUCTION BID (BY SPECIALTY CONTRACTOR) ALL SIGNS TO BE APPROVED BY SEPARATE PERMIT

ITEM E - MAIN ENTRY SIGNAGE

Pricing alternative: Stucco Finish main wall over CMU with Granite Slab and carved lettering on pre-cast concrete slab

Stucco Finish main wall over CMU with Granite Slab and carved lettering by local sign-age manufacturer/supplier. Logo is to be back-lit (halo lit).

ITEM D - MAIN ENTRY SIGNAGE

Stucco over CMU wool skin color SW 7001

Precast Concrete cap

ALaser cut Pintail Feather, Pin mounted halo lit, Steel Gray SW 2120, 24" tall

Synthetic stone veneer
Industrial Ledge dry stack,
Shale gray, Polymer modified grout

Item E - Park Entry Signage Qty=1

Stucco Finish main wall over CMU with Granite Slab and carved lettering by local sign-age manufacturer/supplier. Logo is to be back-lit (halo lit).

Item D - Main Entry Signage Qty=2
JOHNSTOWN VILLAGE
P.U.D. - PRELIMINARY DEVELOPMENT PLAN, FILING NO. 2
A RESUBDIVISION OF TRACT P, JOHNSTOWN VILLAGE FILING NO. 1
LOCATED IN THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 4 NORTH
RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN.
TOWN OF JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

JOHNSTOWN VILLAGE
P.U.D. - FINAL DEVELOPMENT PLAN, FILING NO. 2
A RESUBDIVISION OF TRACT P, JOHNSTOWN VILLAGE FILING ... 7, TOWNSHIP 4 NORTH
RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN.
TOWN OF JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

RICHFIELD HOMES - Longmont Colorado
Pinnall Commons - Johnstown - Colorado

PRELIMINARY DEVELOPMENT PLAN

Scale: 1" = 40' (on 24x36 sheet)
LANDSCAPE CONTRACTOR SHALL PROVIDE A COST FOR EACH OF THREE LOT ARRANGEMENTS TIMES THE NUMBER OF EACH LOT TYPE TO BE BUILT BY THE DEVELOPER (TO BE DETERMINED BASED ON FUTURE LOT SALES) LANDSCAPE CONTRACTOR SHALL PROVIDE A COST FOR EACH OF THREE LOT TYPES X NUMBER OF LOTS PER PHASE (TO BE DETERMINED)
1. SHRUB PLANTING DETAIL

- PLACE SHRUB IN UPRIGHT POSITION
- PLANTING SOIL MIX
- REF. SPEC 329113
- WATER AND TAMPER THOROUGHLY
- UNDISTURBED SOIL

2. PLANT SPACING DETAIL

- PLANT IN VERTICAL PLUMB POSITION
- PLANTING MIX (8" MIN DEPTH)
- GENTLY LOOSING ROOTS
- EXISTING SOIL

3. PLANT SPACING DETAIL

- PLANTING BED
- MULCH
- TURF AREA
- CULTIVATED LANDSCAPE EDGE

4. DECIDUOUS TREE PLANTING DETAIL

- WRAP TREE TO FIRST BRANCHES WITH ASPHALT IMPREGNATED TREE WRAP, LAP PAPER 1/3 WIDTH
- DO NOT PRUNE OR DAMAGE LEADER
- PLACE TREE IN PLUMB POSITION
- PLANTING SOIL MIX
- REF. SPEC 329113
- WATER AND TAMPER THOROUGHLY
- PLACE PLANT ON UNDISTURBED UNDISTURBED SOIL

5. TREE SPACING DETAIL

- SPREAD
- NOTE:
- WHEN BULBS ARE INCLUDED IN A PLANTING BED
- LOCATE BULBS CLUSTERS BETWEEN
- REGULARLY SPACED POTTED PLANTS AT
- SPACING INDICATED OR AS SHOWN

SPREADING

NOTE:
- WRAP TREE TO FIRST BRANCHES WITH ASPHALT IMPREGNATED TREE WRAP, LAP PAPER 1/3 WIDTH
- DO NOT PRUNE OR DAMAGE LEADER
- PLACE TREE IN PLUMB POSITION
- PLANTING SOIL MIX
- REF. SPEC 329113
- WATER AND TAMPER THOROUGHLY
- PLACE PLANT ON UNDISTURBED UNDISTURBED SOIL

SPREAD
LANDSCAPE REQUIREMENTS - TRACTS

<table>
<thead>
<tr>
<th>TRACT</th>
<th>SQUARE FEET</th>
<th>USE</th>
<th>REQUIRED TREES</th>
<th>REQUIRED SHRUBS</th>
<th>REQUIRED GROUND COVER</th>
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<tr>
<td>A</td>
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<td>Open Space, Pedestrian Access and Utility Easement</td>
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LANDSCAPE REQUIREMENTS - ARTERIAL ROW

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<th>REQUIRED TREES</th>
<th>REQUIRED SHRUBS</th>
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<tr>
<td>BLUEBIRD ROAD</td>
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PLANT LIST

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<th>CODE</th>
<th>BOTANICAL / COMMON NAME</th>
<th>SIZE</th>
<th>QTY</th>
<th>DETAIL</th>
<th>REMARKS</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Acer x freemanii 'Jeffsred' TM / Autumn Blaze Freeman Maple</td>
<td>2&quot; Cal.</td>
<td>0</td>
<td>164 OFG</td>
<td>OFGPennisetum orientale / Oriental Fountain Grass</td>
</tr>
<tr>
<td>B</td>
<td>Mahonia aquifolium 'Orange Flame' / Oregon Grape</td>
<td>5 gal.</td>
<td>29</td>
<td>326</td>
<td>312</td>
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<tr>
<td>C</td>
<td>Juniperus horizontalis 'Blue Chip' / Blue Chip Juniper</td>
<td>5 gal.</td>
<td>88</td>
<td>1,528</td>
<td>359</td>
</tr>
<tr>
<td>D</td>
<td>Catalpa speciosa / Northern Catalpa</td>
<td>6` Ht.</td>
<td>0</td>
<td>11</td>
<td>0</td>
</tr>
<tr>
<td>E</td>
<td>Koelreuteria paniculata / Golden Rain Tree</td>
<td>2&quot; Cal.</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>F</td>
<td>Picea pungens 'Bakeri' / Baker Blue Spruce</td>
<td>1.5&quot; Cal.</td>
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<td>9</td>
<td>0</td>
</tr>
<tr>
<td>G</td>
<td>Sophora japonica 'Halka' TM / Millstone Japanese Pagoda Tree</td>
<td>1.5&quot; Cal.</td>
<td>0</td>
<td>9</td>
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<tr>
<td>H</td>
<td>Juniperus chinensis 'Spartan' / Spartan Juniper</td>
<td>5 gal.</td>
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<td>Perovskia atriplicifolia 'Little Spire' / Little Spire Russian Sage</td>
<td>1 gal.</td>
<td>724</td>
<td>133</td>
<td>1,376</td>
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<td>J</td>
<td>Spiraea japonica / Japanese Spirea</td>
<td>36&quot; o.c.</td>
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<td>366</td>
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<tr>
<td>K</td>
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<td>366</td>
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</tr>
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<td>L</td>
<td>Spiraea japonica 'Goldflame' / Goldflame Japanese Spirea</td>
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<td>Mahonia aquifolium 'Orange Flame' / Oregon Grape</td>
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<td>Mahonia aquifolium 'Orange Flame' / Oregon Grape</td>
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<tr>
<td>X</td>
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<tr>
<td>Y</td>
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<tr>
<td>Z</td>
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</tr>
</tbody>
</table>
Notes:
Conceptual elevations are shown for illustrative purposes only and items that do not conform to the Development Standards found in this PDP document will be updated for FDP - Final Plat submission. Illustrations shown will be replaced by fully rendered models during the Final Plat - FDP submission. All elevations are subject to approval by the Town of Johnstown and will be designed to conform with the Development Standards found in this PDP document.

*Any street facing portions of columns and entry ways will count towards masonry requirements in Design Guidelines section A.2. per Town Planning staff.

JOHNSTOWN VILLAGE
P.U.D. - PRELIMINARY DEVELOPMENT PLAN, FILING NO. 2
A RESUBDIVISION OF TRACT P, JOHNSTOWN VILLAGE FILING NO. 1
LOCATED IN THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 4 NORTH
RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

Waters Series - Paired Conceptual Color Palette
DEVELOPMENT STANDARDS

I. GENERAL

It is intended that Johnstown Village be a regionally proud mixed-use neighborhood with single family detached homes, single family attached homes, townhomes, and multi-family apartments. The different uses are to be arranged and located on the individual lots to create an area that is in keeping with the neighborhood to the existing residents and to the west and south. Johnstown Village is also designed to be a community within a community with a ratio of resident to non-resident use and activity that is in keeping with the neighborhood. The development standards are designed to allow for a sense of security and control over the neighborhood and for various uses and various open space areas. In addition, the village will balance the need to incorporate the landscape areas along the perimeter of the streets in a manner that is consistent and in keeping with the neighborhood. The development standards are intended to provide a framework for the design and appearance of the neighborhood to the existing residents and to the west and south.

II. DESIGN INTENT

A. Affordability

The relationship to the other immediate street level as well as the overall streetscape will be very important. Through the design process, it is intended that the major vehicular streets be used in a manner that is consistent with the neighborhood and for various uses and various open space areas. In addition, the village will balance the need to incorporate the landscape areas along the perimeter of the streets in a manner that is consistent and in keeping with the neighborhood. The development standards are intended to provide a framework for the design and appearance of the neighborhood to the existing residents and to the west and south.

B. Landscaping

Community design elements will contribute to making Johnstown Village a quality community. These elements will include internal park areas, walkways, connecting open space corridors, landscape features, trees and shrubs, irrigation systems, recreational facilities, lighting, and public art amenities. The village will be designed to incorporate existing and proposed floodplains and wetlands into the overall design. The village will also include community centers and other public facilities.

C. Forms and Open Space

A 1/2 mile neighborhood park will be located on the north side of the Johnstown Village and will be designed to accommodate all of the site development. The neighborhood park will be designed to include a mix of outdoor and indoor activities, such as walking paths, cycling trails, picnic areas, and playfields. The park will also include a variety of amenities, such as benches, skateboards, and playgrounds.

D. Tectonic and Traditional

The forms and materials of the developed areas will be designed to reflect the traditional character of the community. The forms and materials will be selected to create a sense of place and a sense of identity for the neighborhood. The forms and materials will also be selected to reflect the traditional character of the community. The forms and materials will be selected to create a sense of place and a sense of identity for the neighborhood.

E. Stewardship and Staking

The design process for Johnstown Village will be followed in the following: (See Landscaping for general requirements, details, and types of Building Exterior facilities installed hereafter)

1. Facade materials shall be selected that will blend well with Johnstown Village in a natural and authentic way. The materials selected shall be selected to blend well with the existing neighborhood and to reflect the traditional character of the community.

2. Privacy fences shall be clad in a material that matches the color and texture of the surrounding neighborhood. The materials selected shall be selected to blend well with the existing neighborhood and to reflect the traditional character of the community.

3. The overall forms and materials of the developed areas will be designed to reflect the traditional character of the community. The forms and materials will be selected to create a sense of place and a sense of identity for the neighborhood.

4. The forms and materials of the developed areas will be designed to reflect the traditional character of the community. The forms and materials will be selected to create a sense of place and a sense of identity for the neighborhood.

5. The forms and materials of the developed areas will be designed to reflect the traditional character of the community. The forms and materials will be selected to create a sense of place and a sense of identity for the neighborhood.

6. The forms and materials of the developed areas will be designed to reflect the traditional character of the community. The forms and materials will be selected to create a sense of place and a sense of identity for the neighborhood.

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F. Utilities

All existing and proposed electrical, telephone, and cable utility lines shall be undergrounded.

II. RELATIONSHIP OF TOWN REGULATIONS

The provisions of the PUD shall govern and control development of Johnstown Village to the extent permitted by the Town of Johnstown. The PUD shall not be incorporated by reference. The provisions of the Town of Johnstown shall be incorporated by reference. The provisions of the Town of Johnstown shall be incorporated by reference. The provisions of the Town of Johnstown shall be incorporated by reference. The provisions of the Town of Johnstown shall be incorporated by reference.

III. DEVELOPMENT STANDARDS

A. All Lots and Grades

1. All Lots and Grades shall be developed in accordance with the ordinance of the Town of Johnstown and all applicable state and federal laws and regulations.

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17. All Lots and Grades shall be developed in accordance with the ordinance of the Town of Johnstown and all applicable state and federal laws and regulations.
TYPICAL SINGLE FAMILY DETACHED RESIDENTIAL LOT LAYOUT

MIXED USE DEVELOPMENT STANDARDS

SINGLE FAMILY DETACHED RESIDENTIAL

Maximum Building Height: 40 feet
Primary structure and attached garage
Maximum Gross Density: 12 Dwelling Units per Acre
Minimum Lot Size: 5,000 Square Feet
Minimum Lot Frontage: 50 feet
On a straight frontage
Lot Coverage: 60%
Includes structures and covered porch only

Building setbacks
Front
Facing a public street 20 feet To face of garage from back of right-of-way
10 feet To face of structure or building area
20 feet To clear of any intervening landscape feature

Side
Corner side
Adjacent to a public street
10 feet To the structure

Rear
10 feet To face of garage from back of right-of-way when the garage is side loading.

Landscape
Front yard
By developer/builder

Residential yard
By homeowner

Encroachments
- Encroachments of up to two (2) feet are allowed for roof overhangs, brick ledge, brick sidewalks, trellis/porch/veranda at building entrance, curbs, and driveway. All encroachments must be less than one inch thick and any lettering or address numbers must be on a flat surface.
- Shall not exceed the setback established in the local code.

Compensation Standards
- Single family detached residential
- Typical single family detached residential lot layout
- Scale: 1"=20'

DEVELOPMENT STANDARDS

LOCAL STREET
LOT LINE
ROW
SIDE SETBACK
CORNER LOT SETBACK
5' WALK
LOCAL STREET
55 - 65'
22' GARAGE
15' PRINCIPLE BUILDING OR PORCH
10'
5'
5'
ROCK
MULCH
TURF
GRASS
TURF
GRASS
SIGHT DISTANCE
TRIANGLE

APPLICANT:
Johnstown Village, LLC
17 Beacon Hill Lane
Greenwood Village, CO 80111
303-796-0900

CIVIL ENGINEER:
PLANNER + LANDSCAPE ARCHITECT:
of 17
143 Union Boulevard, #700
Lakewood, CO 80228
303-462-1100

JOHNSTOWN VILLAGE
P.U.D. - FINAL DEVELOPMENT PLAN
LOCATED IN THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 4 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO

MULTI FAMILY RESIDENTIAL

Maximum Building Height: 40 feet
Primary structure and attached garage
Maximum Gross Density: 12 Dwelling Units per Acre
Minimum Lot Size: 5,000 Square Feet
Minimum Lot Frontage: 50 feet
On a straight frontage
Lot Coverage: 60%
Includes structures and covered porch only

Building setbacks
Adjacent to a public street
Face to face from back of right of way

Distance between Structures
Front to Front: 30 feet
Front to Rear: 20 feet
Side to Rear: 10 feet
Side to Side: 15 feet

Landscape
Front yard
By developer/builder

Residential yard
By homeowner

Pocket Park
A 1-1/4-acre pocket park shall be located within the Single Family Attached Residential.

Common Area Open space
20% of site area
May include common landscape area, private lot area and Gardening Pocket. May also include areas covered by roads, sidewalks, or park structures.

COMMERCIAL
All development standards to be determined at the time of Final Planned Unit Development Plan for the Commercial Parcel.
JOHNSTOWN VILLAGE FILING NO. 2

A Replat of Tract P, Johnstown Village Filing No. 1,
Situate in the Northwest Quarter of Section 7, Township 4 North, Range 67 West of the 6th P.M.,
Town of Johnstown, County of Weld, State of Colorado
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LEGEND

PRELIMINARY