



Memorandum

To: Samantha Mott
From: Karl Barton, Development Services
Date: March 15, 2011
RE: Davis Conservation Development City of Loveland Comments

DAVIS CONSERVATION DEVELOPMENT
LARCO SKETCH PLAN

PZ-12-00024
County Referral

Planning - Review: [No Reviewer] [No Result]

City of Loveland Community & Strategic Planning Comments
Larimer County Davis Conservation Development Referral

City of Loveland Community & Strategic Planning staff would like to recommend that Larimer County not approve the Davis Conservation Development. Staff believes that the Davis property is not located in an area that is appropriate for conservation development due to the site's location within growth management areas of two municipalities, its appropriateness for future urban level development and the potential for a conservation development to create future problems.

The Davis Conservation Development proposal is located within the City of Loveland's Growth Management Area as depicted in the 2005 Comprehensive Plan, although this parcel does not have the Loveland GMA overlay zoning district upon it. The Plan designates the parcel as DR – Development Reserve.

The DR category includes lands designated for future urban development. Development of these lands would likely occur beyond 15-20 years; however the market may drive development of a portion of these lands sooner. The delivery of urban level services shall be determined by the functional master plans for public infrastructure. This designation is typically applied in areas that are not currently served by utilities and where land use patterns

or trends have not been established or cannot be determined at this time. Specific land use designations may change in the future when appropriate land uses can be determined and utilities can be provided.

In the Town of Johnstown Comprehensive Plan, the parcel is designated with an Employment Land Use. According to that Plan, this district provides for regional, highway, and auto serving commercial, office, and light industrial uses. They may include residential uses. Therefore, both of these Comprehensive Plans predict that, in time, this land will contain urban level development.

This site is appropriate for urban level development due to its location near to current and planned transportation networks. The general area containing this parcel has good visibility from I-25 and will be between two interstate exits when the interchange at County Road 16 and I-25 is constructed.

Also, the City of Loveland, in conjunction with Larimer County staff, has been heavily engaged with the residents of this area in the process of picking a preferred future alignment for Boyd Lake Avenue crossing the Big Thompson River and connecting with SH 60. One of the preferred potential alignments of this future arterial roadway comes close enough to the western boundary of this property to create potential demand for urban level development at this site.

Furthermore, the North Front Range Metropolitan Planning Organization recently completed a regional transportation modeling project. This model predicts that the Transportation Analysis Zone (TAZ) covering this area will contain 2200 households and over 1200 jobs by 2035. This represents significant growth. This prediction is based on an attraction model that allocates the region's growth to TAZs based on a site's proximity to transportation and other amenities.

Because of these attributes, over time, it is likely the highest and best use for surrounding lands will be development at an urban level. Urban level development requires sufficient contiguous land to be developed in a similar manner in order to provide utilities in an efficient and cost effective manner. If this parcel is developed with a conservation development, then the ability of the rest of this area to develop at the highest and best use may be compromised. Keeping this area suitable for urban level development will have financial benefits for Larimer County as well as any municipality it is annexed into.

It is not clear from the application that this site contains any environmentally sensitive areas.

Future problems may be created by the approval of this development. If this parcel ends up seeing the only conservation development in this area, then its conservation value and agricultural value will be diminished by its proximity to commercial development. Also, compatibility problems will arise between this site and surrounding development and it will become less desirable as a residential area. There is also the potential for this property to become an enclave as the surrounding areas are annexed and developed.

In closing, Community & Strategic Planning staff feel that it is valuable when reviewing an application for a conservation development to consider future land use plans, a site's potential for development, and the impact that a conservation development will have on the development potential of adjacent properties. Once areas designated for urban level development are broken up into conservation development, it becomes more difficult to achieve an efficient land use pattern that results in a livable and economically healthy region.

PW-Transportation: Sean Kellar Need More Information
See Transportation Corrections.

PW-Transportation: Sean Kellar Need More Information
Transportation Corrections:

1) Per The City of Loveland 2030 Transportation Plan, Larimer County Road 5 is classified as a major collector roadway. Therefore per the LCUASS Table 7-2 the ultimate total right-of-way for County Road 5 is 80-feet. Therefore Loveland requests a 10-foot right-of-way dedication along County Road 5 adjacent to the property so that there is a total half right-of-way of 40-feet adjacent to the property.

2) The proposed roadway entering the property needs to be constructed to meet the rural local street standards shown LCUASS Figure 7-11L. Therefore please revise Section A-A to show 32-feet of paved surface with a LCUASS compliant paving section.

Fire: Carie Dann Pass
ANALYSIS

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

*The site will comply with the requirements in the ACF Ordinance for response distance requirements from the first due Engine Company (Station 6).

STANDARD REQUIREMENTS

1. These comments pertain to a proposal to create a 6-lot "conservation development" that also has one residual one and one outlot. The six lots would be for six new single-family residences. The proposed development is in the Loveland Fire Protection District.
2. Dead-end roads in excess of 1,000 feet require secondary vehicular access that equals City of Loveland street standards.
3. Two points of sustained access must be provided to each development.

4. Turning radius must meet the B40 template.
5. If the east-west roadway that currently provides access to the existing structures is a private roadway, it must meet City of Loveland and LFRA standards, and must be given a new, separate name off of which the structures shall be addressed. Additionally, a private street/drive must also be dedicated as an emergency access easement and must meet all LFRA standards for type of surface, weight accommodation and travel width. All street names shall be approved by LETA, the Fire Department and the City Building Department.
6. Access roadways within the City and UGA shall be finished by an application of an all-weather driving surface of hot mix asphaltic concrete or concrete pavement over a flexible base capable of supporting a design wheel load of 18,000 pounds (GVM 80,000 pounds minimum). This applies to all types of access roadways (emergency access, secondary access, etc.).
7. The minimum fire flow and fire flow duration requirements for one- and two-family dwellings having a fire area that does not exceed 3,600 square feet shall be 1,000 GPM. Fire flow and flow duration for one- and two-family dwellings having a fire area in excess of 3,600 square feet shall not be less than those specified in the adopted fire code. If the water supply requirements cannot be met, all residential structures shall be protected by approved fire-sprinkler systems.
8. Hydrant placement shall meet the following criteria with distances measured by vehicular travel path: Commercial/multifamily dwellings -- 400 feet to all parts of a structure, with 350-foot spacing; residential/one-and two-family dwellings -- 600-feet to all parts of a structure, with 600-foot spacing.
9. Water mains supplying hydrants must be looped whenever possible and be a minimum 8-inch diameter.
10. All hydrants shall be in place and operational prior to any combustible material being brought on site.
11. All residential structures protected by automatic fire sprinklers are required to have an exterior flashing strobe mounted on the outside of the structure. This strobe must be visible from the street or road fronting the property.
12. Installation of heat detectors in all attached garages is required unless the garages are protected by an automatic fire sprinkler system.
13. If access to a premises is provided by a private drive or easement, or if a structure or portion of a structure is obscured by another structure or other feature, either man-made or natural, or a premises is located on the interior of a block, the numeric address shall, in addition to being posted on the building, be posted in a permanent manner at a location in the nearby vicinity of the intersection of the private driveway with a public street.

14. Approved address numbers are required on all new buildings in such a position as to be plainly visible and legible from the street or road fronting the property and shall contrast with their background. Where building setbacks exceed 100 feet from the street or access road, additional numbers shall be displayed at the property entrance. The fire code official may require address numbers to be displayed on more than one side of the building, if primary vehicle access is not from the street or road fronting the property.

Water/Wastewater: Melissa Morin Need More Information

CONDITIONS (NO RESUBMITTAL IS REQUIRED TO ADDRESS THESE CONDITIONS)

1. None

CORRECTIONS (THESE ITEMS MUST BE ADDRESSED IN A RESUBMITTAL)

1. Remove the dashed line and callout for 'Town of Johnstown Sewer Service Area (RE: Larimer County Facilities Map for Area 3)', as this line and reference are both incorrect. This area is within the City of Loveland's wastewater service area as shown on the current North Front Range Water Quality Planning Association 208 Plan maps. The current Loveland map can be found here: http://www.nfrwqpa.org/pdf/208_Plan_Update/Loveland.pdf
Please update the site inventory data table.
2. Please show the approximate location of the septic tank and leach field for proposed Lots 1 & 2. This information is helpful to make sure that there are no proposed lot lines that would divide these items from the associated houses.

ITEMS REQUIRED TO BE SUBMITTED WITH A RESUBMITTAL:

1. Revised sketch plan and site inventory map.

TECHNICAL CORRECTIONS (MINOR CHANGES THAT CAN BE MADE TO THE FINAL SIGNED DRAWINGS)

1. None

Power: Kathleen Porter Pass

Currently, the proposed development is located in the certified service territory of Poudre Valley REA. If the proposed development completes successful annexation to the City of Loveland, fourteen foot front lot utility easements will be required, as well as five foot rear lot line utility easements and at least two five foot side lot line utility easements to access the rear five foot utility easements.

Power: Kathleen Porter Pass
No conditions or comments.

PW-Stormwater: Kevin Gingery Pass
Stormwater: Staff believes that this finding can be met, due to the following:

1. This project complies with the Adequate Community Services ordinance outlined in the Loveland Municipal Code, Section 16.41.140.

PW-Stormwater: Kevin Gingery Pass
Stormwater Conditions & Corrections

1. None.