

Farro First Addition PUD Narrative September 12, 2023

A. Intent of the PUD

Farro First Addition is a proposed residential subdivision that is currently the subject of an annexation request in the City of Loveland. The desired zoning for the community is Planned Unit Development (PUD).

The purpose of the PUD is to allow for some flexibility in land planning and design for the following reasons:

- The flexibility to develop a more efficient, integrated, and creative land plan than traditional zoning would allow for.
- To create a diverse community with varied housing types and varied lot sizes.
- To preserve open space and environmentally sensitive land.
- To provide parks, open space, and trail connections to nearby regional networks.
- To provide strong multi-modal transportation connections within the community as well as to the existing, surrounding community.

B. How the proposal meets the PUD Standards listed in Section 18.17.08.07.G

- The PUD Zoning Document is consistent with the policies and goals of the Comprehensive Plan. Refer to Annexation & Zoning Assessment narrative for specific policies.
- Design features are included to allow for flexibility in planning but include a total unit count maximum to ensure development is aligned with the Comprehensive Plan.
- The PUD Zoning Document will permit the development of a diverse, economical, and efficient community with a range of land uses that are integrated within the overall development. Additionally, this PUD Zoning Document will allow for a unique balance of rural characteristics in support of adjacent land uses and specifically the Plan for the **Region Between Fort Collins and Loveland (1995)**, while also permitting much needed housing inventory which is also critical to support adjacent commercial uses, as described in the **Highway 287 Strategic Plan (2015)**.
- The PUD Zoning Document complies with all applicable City standards not specifically modified or waived by the Zoning Document.
- The PUD Zoning Document includes roads, hard and soft surface trails and sidewalks, specifically featuring and improving the North Trail, that will provide strong connections to adjacent land uses as well as multi-modal opportunities.
- Infrastructure improvements necessary for the development will limit impact on surrounding neighbors, while also bolstering connectivity, accessibility, and traffic flow. Specific attention has been paid to mirror surrounding land uses on the perimeter of the development. Infrastructure improvements and impact fees are typical methods to off-set impacts from new development.

- This property is well situated for a logical extension of utilities, transportation, and services for the area. It is directly adjacent to the recently annexed Sugar Creek project, it has infrastructure sized for future development of the site, and development is contemplated in numerous long-term plans for the City of Loveland
- A planned unit development is a preferable way to regulate the subject property due to its large land area or multi-year build-out schedule.

C. Deviations from the UDC

The following table reflects the proposed deviations from 18.04.02.03, 18.04.02.04, 18.04.02.05 and 18.04.02.06 of the UDC. The proposed deviations will allow for flexibility in product type for this development which will ultimately allow for greater creativity and efficiency in the overall land planning, resulting in a more attainable product for the Loveland market. Specific justifications for each deviation can be found in the PUD document.

PUD BULK STANDARDS								
LOT TYPE	LOT AREA	LOT WIDTH	FRONT SETBACK	INTERIOR SIDE SETBACK	STREET SIDE SETBACK	REAR SETBACK	MAX HEIGHT	MAX LOT COVERAGE
SINGLE FAMILY DETACHED: URBAN	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	---
SINGLE FAMILY DETACHED: LARGE URBAN	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	---
SINGLE FAMILY DETACHED: GENERAL	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	---
SINGLE FAMILY DETACHED: SUBURBAN	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	---
SINGLE FAMILY DETACHED: LARGE SUBURBAN	PER UDC	PER UDC	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	PER UDC
SIDE-BY-SIDE DUPLEX	PER UDC	25 FEET	PER UDC	5 FT.	PER UDC (note 3)	PER UDC (note 5)	PER UDC	PER UDC
STANDARD TOWNHOUSE	PER UDC	18 FEET	PER UDC	PER UDC	PER UDC (note 3)	PER UDC (note 5)	PER UDC	N/A

NOTES:

1. BULK STANDARDS SHALL BE PER THE UNIFIED DEVELOPMENT CODE (UDC) UNLESS OTHERWISE SPECIFIED IN THE ABOVE CHART.
2. PARKING SHALL BE PROVIDED IN ACCORDANCE WITH THE STANDARDS ESTABLISHED IN THE UNIFIED DEVELOPMENT CODE.
3. FIVE FOOT (5') SIDE YARD SETBACKS SHALL APPLY TO ALL RESIDENTIAL STREET SIDE LOT LINES ADJACENT TO COMMON AREAS AND/OR BUFFERYARDS
4. ACCESS TO REAR LOADED RESIDENTIAL VIA RIGHT-OF-WAY, ALLEY OR PRIVATE DRIVE SHALL BE PERMITTED.
5. 10' REAR LOT SETBACK SHALL APPLY TO ANY RESIDENTIAL LOT THAT BACKS TO A GREENBELT AND/OR OPEN SPACE NOT INCLUDING BUFFERYARDS ALONG WEST 65TH STREET.

D. Conformance with the Plan For The Region Between Fort Collins and Loveland

- The PUD Zoning Document includes buffer areas around the perimeter of the property to preserve viewsheds along main travel corridors as well as maintain a more 'rural' character within the buffer zones.
- Additional Buffer areas are noted around natural features which will expand the transitions along property boundaries that do not front roadways and strengthen open viewsheds.
- The boundaries of the site will have a density that is consistent with the Low Density Residential (LDR) range and will develop in a manner that is predominantly single family detached residential. Medium Density Residential (MDR) is proposed internal to the site.
- The PUD Zoning Document allows for strong open space interconnections throughout the development along with key connections identified.

- The density maximum, as defined by the PUD, is lower than what is permitted per the Comprehensive Plan, to ensure the development is compatible with the goals of this plan.
- Trail corridors will serve as linkages as well as community separators.
- The PUD Zoning Document defines the characteristics of a soft urban boundary along the southern property boundary, accomplishing the plan's stated objective for Subarea 11.

E. Conformance with the HWY 287 Strategic Plan

- The Farro property is located within the HWY 287 Strategic Plan – Zone 1.
- The PUD Zoning Document identifies residential uses and higher density development, which is aligned with a critical component of the HWY 287 Strategic Plan, required to support nearby retail districts.
- The PUD Zoning Document identifies key street section improvements, specifically the extension of W 65th Street which will connect residential development to retail nodes.
- W 65th Street will be designed for multimodal transportation including vehicles, bicycles, and pedestrians.
- The PUD Zoning Document identifies key locations for the addition of and extension of both local and regional trail systems to connect residential development to retail nodes.
- The Highway 287 Strategic Plan speaks specifically to the success and development of commercial property along Highway 287 requiring the development of higher density residential uses. The Farro property has a natural separator from the commercial developments, while still leaving the opportunity for commercial land to be developed on remaining parcels directly adjacent to Highway 287 (Crystal Landscape).