



November 18, 2021

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

Re: Iron Horse Design Guidelines Amendment

Dear Ms. Meyer,

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

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

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

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

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

Sincerely,

Kim Perry
Vice President of Community Design & Neighborhood Development
McWhinney

Overview:

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

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

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



- *Site visibility is minor or non-existent*
- *Bottom 3-6' of buildings are not visible*



View from Iron Horse – south of UPRR (looking northwest towards US 34)



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

Summary of Revisions:

Sections of the Iron Horse Design Guidelines with Modified Redlines

- 1.9 (2) - *Industrial: Principle uses permitted by right*
 - Add rental and sales of Non-Heavy Equipment as a permitted use by right
- 1.9 (3) - *Non-Permitted uses:*
 - Remove Motor vehicle sales; RV Trailer Sales from the list
 - Incorporate revised language listing Heavy Equipment sales and rental of non-street legal equipment as a non-permitted use
 - Add the rental and sales of automobile trailers, house trailers, recreation vehicles and boats, as non-permitted principal uses
- 1.9 (4) - *Permitted accessory uses:*
 - Add delivery or transport vehicles and trailers as an accessory use
- 1.9 (4) - *Conditional uses:*
 - Add Motor vehicle sales; RV trailer sales as a conditional use with site limitations
- 1.9 (6) - *Limitation on external effects of uses*
 - Cleaning up the language to identify the intent of screening and reference Sections 8 and 10 for specific screening requirements



- 2.2.8 - Variation in Massing – Industrial
 - Clarify language to require massing variations on elevations facing public rights-of-way, rather than on all sides of the building.
 - Focusing design efforts on front elevations facing public rights-of-way and site features (such as landscaping and amenities) will provide greater long-term value to the development.
 - The design guidelines require durable and long-lasting materials that enhance the overall aesthetics of a building, with an emphasis placed on the front facades facing public rights-of-way.
- 8.0 - *Service Areas and Outdoor Storage*
 - Combined the original Section 9 (Outdoor Storage) with this Section 8 (Service Areas)
 - Modify language to clarify the original intent of the design guidelines for service areas. The proposed revisions remove subjective phrases (such as ‘along view corridors’ and ‘combustible materials’) and provide specific requirements consistent with the overall development pattern and best practices.
 - Remove language requiring a project to completely conceal materials, supplies, trucks or equipment stored on site and emphasize the screening requirements for specific areas of a site and uses.
 - As previously written this language was infeasible and impractical to completely conceal these items.
 - The modification ensures each project is reviewed consistently to create a cohesive development.
 - Incorporate language related to outdoor storage screening requirements and the appropriate screening solutions, referencing Section 10 for fencing criteria
- 9.0 - *Outdoor Storage*
 - This section was merged with Section 8 for consistency in the document when referencing screening areas
- 11.0 - *Security Fences/Walls*
 - Modify and clarify language to allow a single vinyl coated chain link fence along a side property line between lots south of the UPRR.
 - This clarification prevents the installation of a redundant parallel fence along a shared property line.
 - Incorporate language specific to mesh screening requirements and material specifications to ensure quality and durability.
 - Added mesh screening Figures to the section for further clarity.
- 12.0 *Signage*
 - Incorporate a revised Primary Project Identification Sign design

Examples for Comparison:

The following images were taken in nearby industrial parks to show the variety of screening options used by other communities. The Centerra business park area (west of Interstate 25) along the UPRR is the first few images. This area is reflective of the Iron Horse development with a variety of business park uses that abut similar uses and the UPRR. While many sites do not include fencing, some projects have chosen an open fence for site security. And much like the Iron Horse development many lots abut similar uses or the railroad tracks and are located over 500 feet from Rocky Mountain Avenue (a major north-south roadway).







