



Life flows here.



PLANNING COMMISSION RIVERBEND ESTATES PUD - FILING 1

June 12, 2024

DEVELOPMENT TEAM

- **Lee Lowrey** - Riverbend Estates Partners (Owner)
- **Marvin Davis** - Wild View Land Company (Development)
- **Leslie Hebron** - Colorado Craft Brokers (Development)
- **Josh McCarn** - FronTerra (Planning & Landscape Architecture)
- **Mary Wohnrade** - Wohnrade Civil Engineers (Civil Engineering)
- **Lou Davenport** - Ironstride Solutions (Traffic Engineering)
- **Steve Steinbicker** - Architecture West (Architecture)
- **Steve Parks** - Majestic Surveying (Surveying)
- **Clint Henke** - ERO Resources (Environmental Assessment)





PROJECT DETAILS

BY THE NUMBERS



Lots Range in Size from **6,600** to **11,500** Sq Ft

75.02
TOTAL ACRES
IN PHASE ONE



96
Single-Family Detached
Residential Lots

1.28
Dwelling Units
Per Acre



20%
Annual Water Savings
over a traditional community

OVER
52%
OPEN SPACE



30
ACRES OF PARKS
IN PHASE ONE

6,960
Linear Feet of Trails
*includes greenway trails
& regional trail*



Downtown & Rec Center within **1 MILE**



PROJECT DETAILS

RIGHT PLANT, RIGHT PLACE

Taking our cues from Mother Nature, turfgrass is kept to a minimum and a distinct focus has been placed on suitable plants and practices for our semi-arid steppe climate.

WATER & RESOURCE CONSERVATION

A water-wise plant palette, limited turfgrass, and high-efficiency irrigation system drastically reduce water usage and resource input over traditional design methods.

- LOTS 60% Water savings!
- OVERALL SITE 20% Water savings!

YOUR OWN PERSONAL OASIS

While providing the principal tool for maintaining the design continuity of Riverbend’s environment, the landscape guidelines encourage individuality and creative expression, while offering residents a front row seat to learn how they can save water and contribute towards a sustainable future.





COMPREHENSIVE PLAN RECOMMENDATIONS



VERY LOW DENSITY/INTENSITY (VLDI)

INTENT & DESIRED CHARACTER
Very Low Density/Intensity (VLDI) areas will typically develop adjacent to more natural corridors of floodplains, rivers, reservoirs, prime agriculture conservation, bluffs or highly-sloped areas, 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 mix of lot, estate-style residential, integrated with clusters of lower-density townhome duplex/patio homes to create additional housing opportunities, while preserving natural features. VLDI areas are intended to integrate with and provide style development allows a mix of housing types, adjacent to expansive natural areas intended to buffer these features from more intensity development. The Town would expect to see low volume streets, open-style fencing, natural areas, and a more natural landscape and plant palette within the neighborhood, and a more natural landscape and plant palette within the neighborhoods and corridors for access to services, parks, schools, and

RECOMMENDATIONS
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

52 • 2021 JOHNSTOWN AREA COMPREHENSIVE PLAN

LOW DENSITY/INTENSITY (LDI)

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 uses will be less prominent and focused on neighborhood-level services such as a coffee shop, studio, auto shop, salon, or restaurant, and children's play areas. Low Density/Intensity areas will occur along collect corridors and busier commercial areas. LDIs will be likely to be adjacent to MHI and HDI areas, which are likely to be adjacent to commercial areas. LDIs will be likely to be adjacent to commercial areas. LDIs will be likely to be adjacent to commercial areas.

RECOMMENDATIONS
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.

50 • 2021 JOHNSTOWN AREA COMPREHENSIVE PLAN

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.

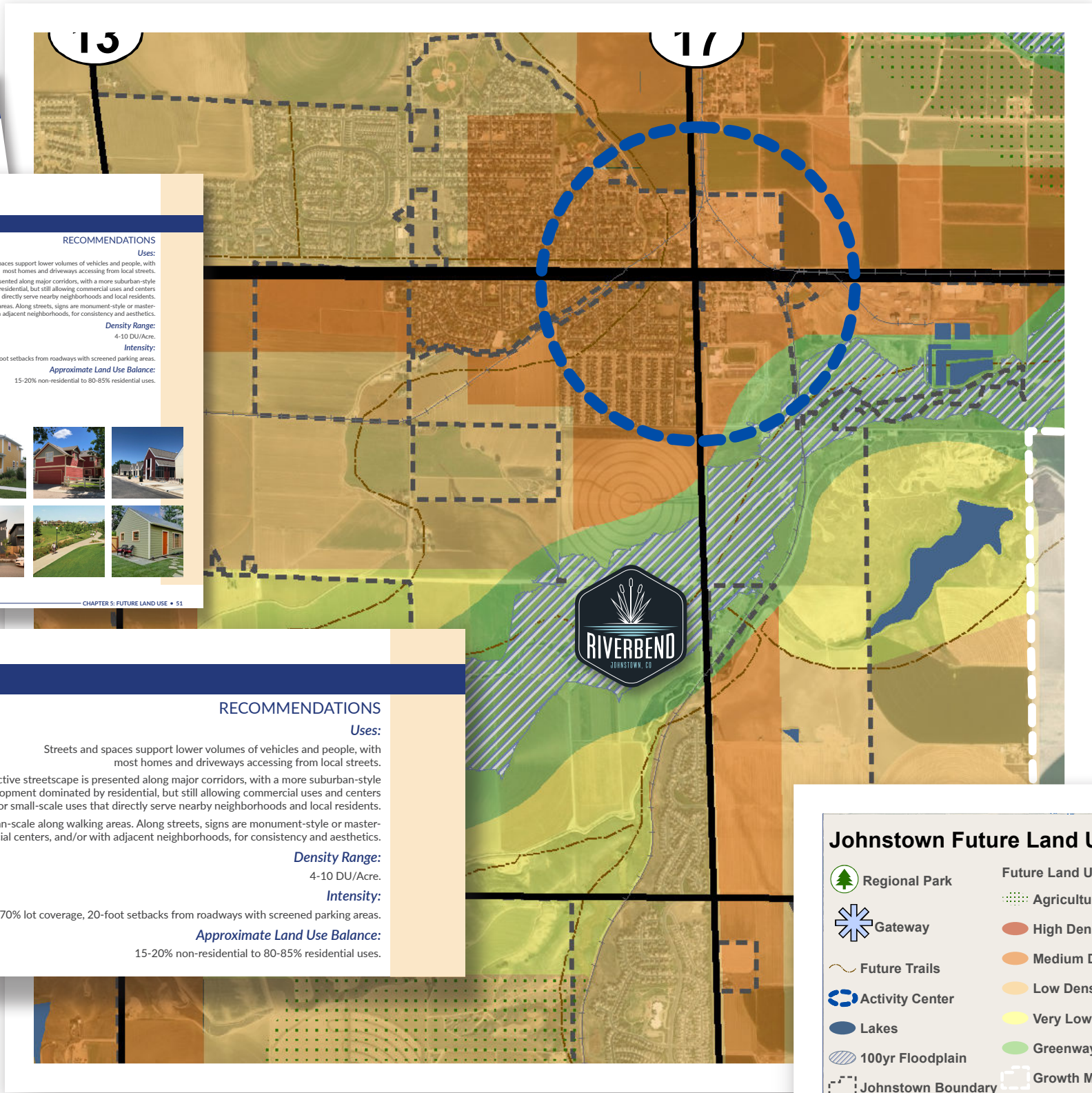
RECOMMENDATIONS

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



Johnstown Future Land Use

Future Land Use

- Regional Park
- Gateway
- Future Trails
- Activity Center
- Lakes
- 100yr Floodplain
- Johnstown Boundary
- County Boundary
- Agricultural Overlay
- High Density/ Intensity
- Medium Density/ Intensity
- Low Density/ Intensity
- Very Low Density/ Intensity
- Greenway
- Growth Management Area

Date: 10/21/2021

0 0.25 0.5 1 Miles



COMPREHENSIVE PLAN

ALIGNMENTS

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

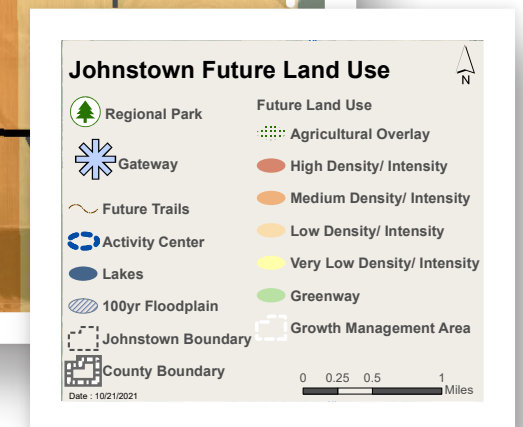
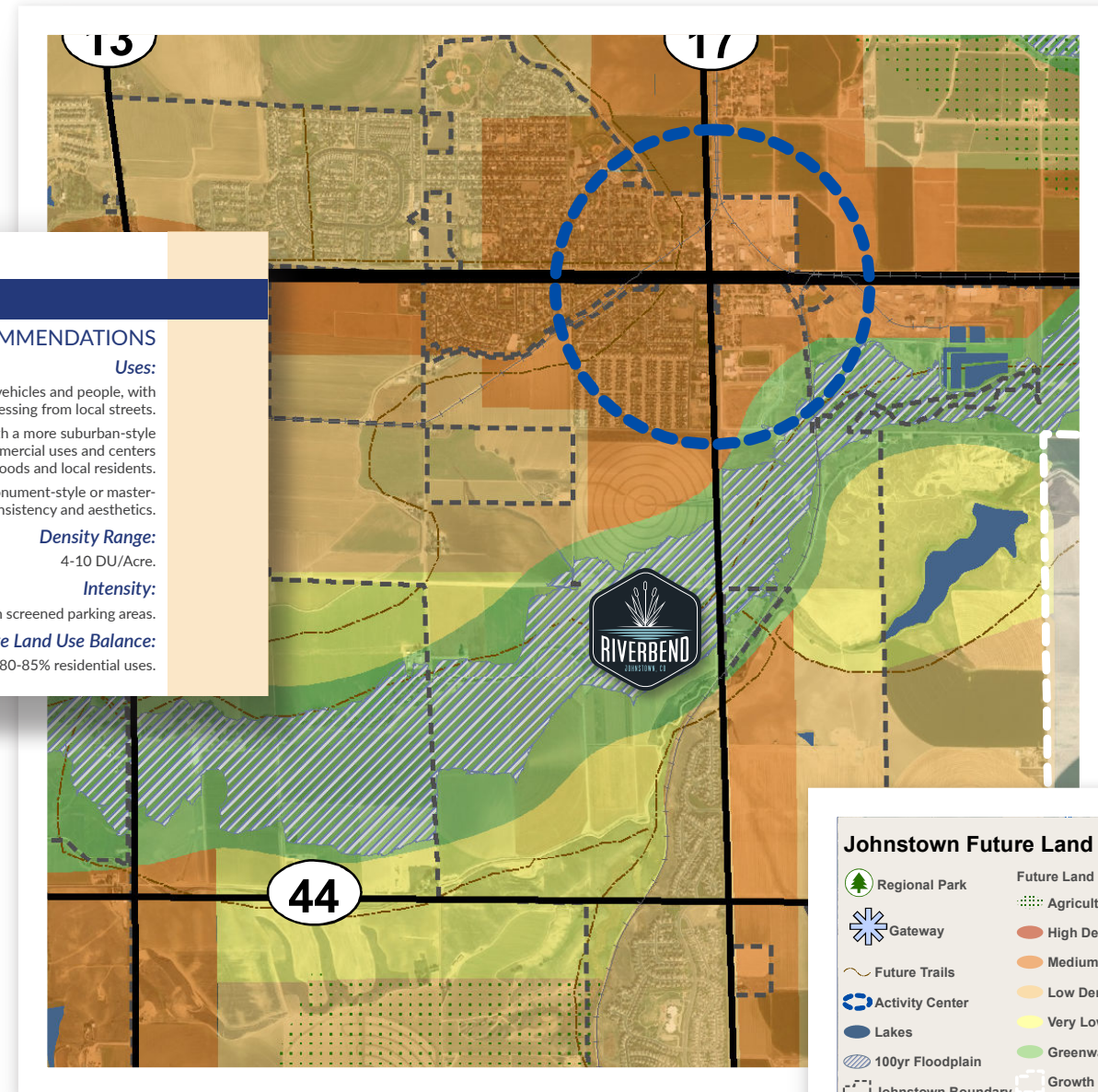
RECOMMENDATIONS

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.



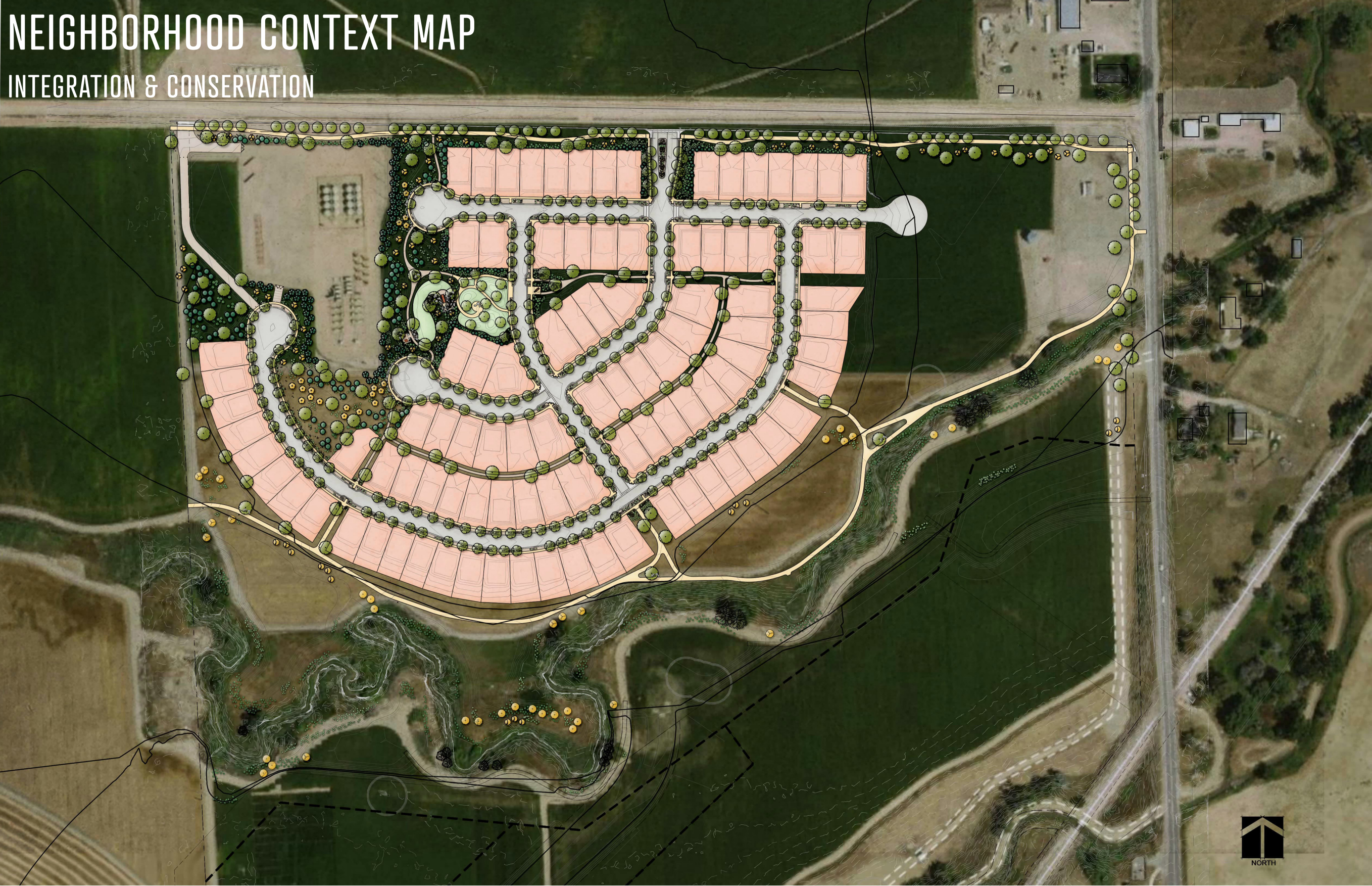
Riverbend’s innovative development concept utilizes the flexibility of the PUD process to meld the recommendations for Low Density/Intensity & Very Low Density/Intensity. This combination allows for the creation of a unique neighborhood that seamlessly integrates into the Little Thompson riparian corridor.

- 1.28 Dwelling Units per Acre.
- Diverse lot shapes & sizes.
- Native & natural plantings suitable to our ‘Steppe Climate’.
- Perimeter privacy fencing with interior ‘open fencing’.
- Low volume streets lined with trees and detached walks.
- Numerous trail connections to promote active living & interaction with neighbors.
- Clustered layout to increase available wildlife habitat, while protecting & improving the quality of the existing habitat.



NEIGHBORHOOD CONTEXT MAP

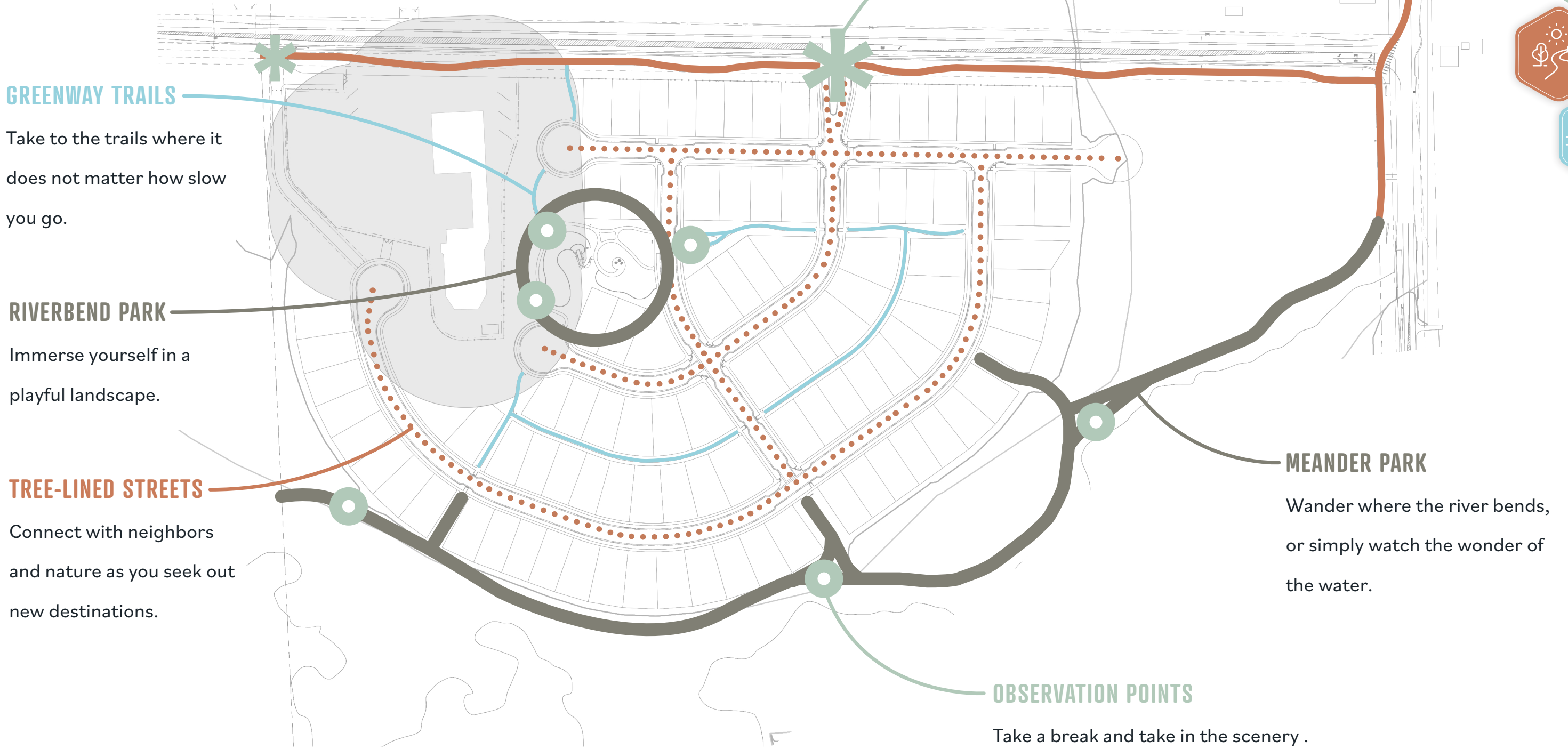
INTEGRATION & CONSERVATION





CIRCULATION MAP

DESTINATIONS & CONNECTIONS



COMMUNITY ENTRANCE

Just a mile away from the heart of the Town.

GREENWAY TRAILS

Take to the trails where it does not matter how slow you go.

RIVERBEND PARK

Immerse yourself in a playful landscape.

TREE-LINED STREETS

Connect with neighbors and nature as you seek out new destinations.

MEANDER PARK

Wander where the river bends, or simply watch the wonder of the water.

OBSERVATION POINTS

Take a break and take in the scenery .



ENTRY EXPERIENCE



STREETSCAPE EXPERIENCE



NEIGHBORHOOD EXPERIENCE



RIVER EXPERIENCE



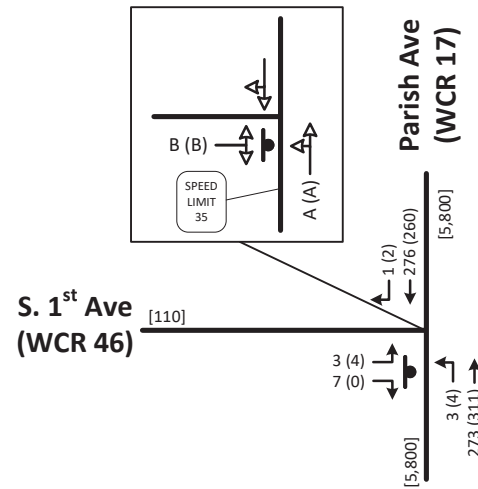
TRAFFIC STUDY

VOLUMES & OPERATIONS

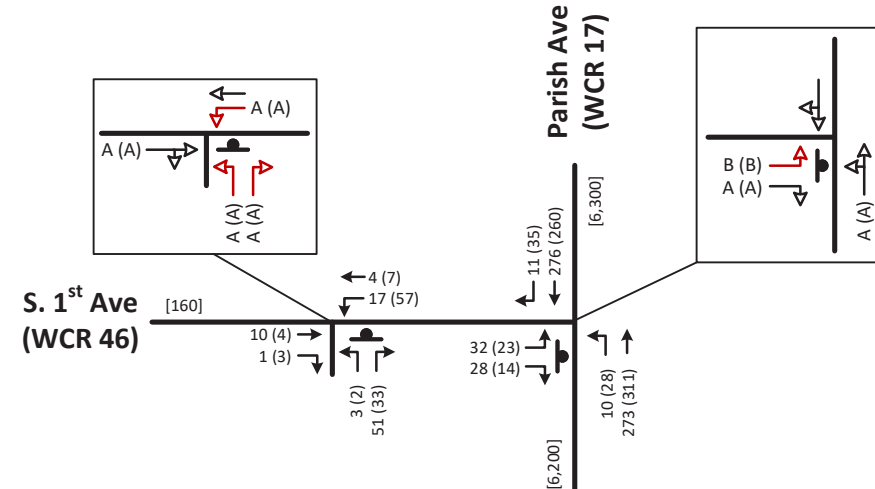


Legend	Roadway Classifications
XXX - AM-Peak Traffic Volume	WCR 46 Major Arterial
(XXX) - PM-Peak Traffic Volume	WCR 17 Major Arterial
[X,XXX] - 2-Way Average Daily Traffic	
A - AM Level-of-Service	
(A) - PM Level-of-Service	
→ - Traffic Movements	
↔ - Existing Laneage	
↔ - New Laneage	
⊥ - Stop-Controlled	

2024 Base Conditions



2024 Conditions with Filing 1



TRAFFIC VOLUMES

- Today, in 2024, Riverbend would account for 6%-8% of the traffic on Parish Avenue.
- By 2035, with improved roadway capacity, Riverbend will only account for 3.5% of traffic on Parish Avenue & 2.5% on WCR 46.

TRAFFIC OPERATIONS

- Dedicated left-turn at the WCR 46 entrance, allows for westbound through traffic to bypass left-turners, eliminating traffic impacts.
- A second eastbound lane on WCR 46 approaching Parish Avenue, streamlines traffic operations by separating left-turn and right-turn traffic.



FLOODPLAIN

EXISTING & PROPOSED

