



June 10, 2024

Jeremy Gleim
Planning Director
Town of Johnstown
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Re: Request for Zone Change from PUD-MU to I-1 and Removal from the Maxfield Annexation ODP for the Zeiler Property

Titan Development, as the contract purchaser of the Property located at 652 N County Road 3 in Johnstown, CO, and with support and approval from the current Property Owner, requests approval from the City of Johnstown for a zoning change from PUD-MU to I-1 and removal from the Maxfield Outline Development Plan (“ODP”). The current zoning allows for a wide variety of uses, including light industrial, office, commercial, and residential, and is no longer the appropriate designation for the subject Property.

The proposed I-1 zone will allow for light industrial uses similar to the tenant mix seen at both Trade @ 2534 and Ironhorse, both of which are adjacent to the subject Property. The I-1 zone will allow for most commercial and manufacturing/industrial uses outlined in the Town’s Land Use and Development Code, but does not allow for heavier industrial uses such as Industrial Service, Heavy, or Manufacturing, Heavy, while some uses, such as Outdoor Storage, is allowed subject to a Special Review by the Town. The I-1 zone allows for users that will attract and retain strong economic base jobs for Johnstown residents.

The 2534 trade area has experienced significant change and growth over recent history, lending itself to a mixed-use environment with various types of retail, higher density housing, and light industrial uses bringing economic base jobs to the area. Growing around the intersection of the State’s largest interstate, and a major highway connecting Greeley to I-25, the trade area has become an important hub for the Town of Johnstown. Furthermore, the Town’s 2021 Future Land Use Plan considered the current and future growth of the area surrounding 2534 by identifying the subject Property as Medium Intensity and directly adjacent to High Intensity. Given the adjacent light industrial uses to the north, and the railroad bordering the northern boundary of the Property, the Medium Intensity and High Intensity designations are more than appropriate as a future land use designation considering the current path of growth.

Infrastructure growth of the area remains an important piece to the development of the 2534 area. The applicant has and will continue to interface with the appropriate authorities regarding the expansion of LCR 3 / High Plains Blvd, which will ultimately be designated as a Major Arterial, taking additional right-of-way from the Property, and will be appropriate for the non-residential uses allowed within the I-1 zone.

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The analysis below outlines how the proposed zone change request meets and furthers the criteria for approval outlined in Section 17-2-3 of the Town's Land Use and Development Code.

CRITERIA 1: The rezone furthers one or more of the purposes of these regulations in Section 17-1-3, and on balance any purposes that may be undermined are outweighed by the benefits of those purposes it furthers.

Applicant Response: As it relates to the regulations outlined in Section 17-1-3, the proposed request furthers the majority of these provisions and promotes the public safety, health, and general welfare of the community. The proposed request furthers the goals, strategies, and opportunities outlined in the Town's Comprehensive Plan, as further described below, and enhances the economic well-being of the community by allowing for long-term economic-base jobs created by future buildings and tenants. Future building design, although not a part of this request, will naturally front office and vehicle parking towards the LCR 3 / High Plains Blvd, thus promoting proper, safe, and organized site design.

The proposed zoning request will allow for light industrial uses, which are adjacent to other light industrial uses, and ultimately consistent with the Town's Future Land Use Plan that is intended to guide growth in Johnstown throughout the future. The I-1 zone is appropriately located due to proximity to both State Highway 34 and Interstate 25 allowing for quick access to regional thoroughfares. Lastly, the proposed zone change and future development on the Property will have adequate water shares, utility capacity, and roadways for the intended future use of light industrial.

CRITERIA 2: The proposal is consistent with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.

Applicant Response: The applicant has reviewed the approved 2021 Johnstown Area Comprehensive Plan and the proposed request furthers many of the goals, strategies, and opportunities guiding the area's future, as outlined below:

Goal W1 | Strengthen employment centers to diversify the town's economic base and provide jobs.

Jobs created as a result of the proposed zone change will directly strengthen the 2534 employment center and diversify the Town's economic base. The proposed zoning will allow for the creation of important economic base jobs, including job sectors such as light manufacturing, warehousing and distribution, high-tech, pharmaceuticals, and life sciences. The job sectors will utilize a diverse labor skill set to provide jobs at both ends of the economic spectrum. The proposed request will also further an Opportunity identified in the Comprehensive Plan stating: "Assess the desire and potential location for different industrial types (i.e. manufacturing end user goods) that may help promote local employment." The I-1 zoning will allow for several different industrial types, as



outlined above, and will strongly utilize a local job base due to the proximity to a strong labor force within Johnstown.

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.

The proposed zone change request directly furthers Goal W2 as outlined in the Comprehensive Plan. The subject Property is located less than 2 miles from Interstate 25 and less than a half mile from a major highway. The Property is also located along a future Major Arterial, as designated by the Town's Master Transportation Plan, which will further enhance access to Highway 34 and ultimately Interstate 25 for more intense commercial uses as allowed in the I-1 zone. The location on the periphery of Town is well suited for I-1 zoning and further confirmed by an Opportunity outlined in the Comprehensive Plan: "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." This use is not only appropriately located on the periphery of town with strong access to major thoroughfares, but is also adjacent to other similar uses strengthening the area as a heavier commercial corridor bringing economic base jobs to the community.

Goal M2 | Align transportation and economic efforts to support and promote the local economy.

Approving the proposed zone change at the subject Property will directly align transportation and economic efforts thus enhancing the local economy. I-1 uses are meant to be located near and adjacent to major thoroughfares. As previously mentioned, the Property is located adjacent to a future Major Arterial, is within .5 miles of State Highway 34, and within 2 miles of Interstate 25. Locating I-1 uses adjacent to these thoroughfares will serve as an attraction and retention strategy for companies looking to locate within Johnstown; ultimately bringing economic base jobs to the community.

Goal S1 | Direct community growth in a manner that will provide for the efficient and effective extension of public services and facilities.

Although the subject Property is located within an existing commercial corridor, both wet/dry utilities and road infrastructure will need to be partially extended to the Property to serve future development. The applicant will be working with Town staff on the exact scope of the infrastructure, and ultimately allowing for an efficient extension of public services and infrastructure that will facilitate the connection of Highway 34 to County Road 18 and other key areas of the Town.

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CRITERIA 3: The change is consistent with the intent of the proposed zoning district, specifically considering:

- a. the design of streets, civic spaces and other open space;
- b. the pattern, scale, and format of buildings and sites; and
- c. the compatibility and transition with other complementary uses and development in the vicinity.

Applicant Response: The proposed zone change will further the area's growth as the Town's largest commercial trade area by allowing for certain light industrial uses consistent with the surrounding properties. The proposed zone change is complimentary and compatible to the adjacent Trade @ 2534 and Ironhorse projects, both of which are occupied by light industrial uses. Additionally, the Property's location adjacent to existing railroad further emphasizes the need for light industrial uses that often times will utilize a railroad to transport goods, and is not dissuaded from the noise generated by a railroad. Although a Site Development Plan has not been included with this request, the planned building design will locate both office uses and vehicle parking closer to LCR 3 / High Plains Blvd, thus keeping more light industrial type of uses to the rear of the buildings and away from both LCR 3 / High Plains Blvd and the adjacent neighborhood.

CRITERIA 4: The change is necessary for at least one of the following reasons:

- a. There has been a material change in the character of the area or in the Town generally, such that the proposed rezone is in the public interest.

Applicant Response: The 2534 trade area has changed materially over the past 17 years and the proposed rezone is in the best interest of the public interest. The Maxfield Annexation ODP was approved in 2007 prior to the expansion of the 2534 trade area and overall growth of northern Colorado. Even since 2010, Larimer County has grown over 24% in population, while the adjacent Weld County has grown by almost 42% in population. This growth represents a total influx of approximately 180,000 new residents. When the existing zoning was approved in 2007, this expansive growth was not contemplated and considered at that time. The zone change request furthers the public interest and the health, safety, and general welfare of the community by allowing for the creation of strong and diverse economic base jobs for local residents and ultimately expanding the economic productivity of the region for future generations. The 2534 trade area has become a strong economic and commercial hub for the region due to the natural location adjacent to major thoroughfares. With that said, the proposed zone change will allow for uses consistent with the immediately surrounding area and for this reason is in the best interest of the public, as compared to an area closer to downtown Johnstown.

CRITERIA 5: The Town or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.

Applicant Response: The applicant has worked with the applicable authorities to confirm that road, water, sewer, electricity, gas, and telecommunications/fiber are adjacent to the Property and/or future connection is possible in capacities suitable for uses in the I-1 zoning district.

CRITERIA 6: Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.

Applicant Response: Although the Site Development Plan has not been submitted to the Town of Johnstown staff for review and approval, the intent of the I-1 zone is for light industrial uses. The uses allowed in the I-1 zone are consistent with those uses currently existing both to the north (Ironhorse) and northwest (Trade @ 2534). As outlined throughout the letter, the I-1 uses are suitable for Property, which is located near a major interstate and highway, and adjacent to active railroad tracks, both of which are existing conditions on the subject Property. Furthermore, the likely building design of future development on the Property will be tilt-up construction featuring vehicle parking and office uses in the front and dock doors in the rear. Although not finalized at this time, the natural configuration of the future N County Road 3 buildings would put the vehicle parking and office uses facing west towards the existing neighborhood and the dock doors facing towards the east. Facing the front of the building towards the neighborhood is intentional to provide greater public benefit to the nearby community.

CRITERIA 7: If owner-initiated, at least two-thirds of the subject property owners within the change of zone boundary have signed the application.

Applicant Response: The proposed request is not owner initiated.

CRITERIA 8: If owner-initiated, the subject property has not been included in a rezone action in the prior 12 months, with the exception of property in the H-A zoning district which was established concurrent with annexation.

Applicant Response: The proposed request is not owner initiated and has not been included in a rezone action in the prior 12 months.

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CRITERIA 9: The recommendations of any professional staff and advisory review bodies have been considered.

Applicant Response: No response required.

Thank you for considering our request and we look forward to working with the Town of Johnstown on this important project. I can be reached at (505) 261-1176 or sperdomo@titan-development.com to discuss this application or answer any questions.

Thank you,

A handwritten signature in blue ink, appearing to read 'Sal Perdomo', with a stylized, flowing script.

Sal Perdomo
Director of Acquisitions and Development
Titan Development

CC: Sarah Crosthwaite, Town of Johnstown
Joe Iannacone, Titan Development
Bryan Baynton, Titan Development
Bryan Byrd, Titan Development
Ryan Schaefer, NAI Affinity
Marc Robson, NAI Affinity

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