

The seal of the Town of Johnstown, Colorado, is a circular emblem. It features a mountain range in the center, with the words "TOWN OF JOHNSTOWN" arched across the top and "COLORADO" arched across the bottom. The year "EST. 1923" is visible at the base of the mountains.

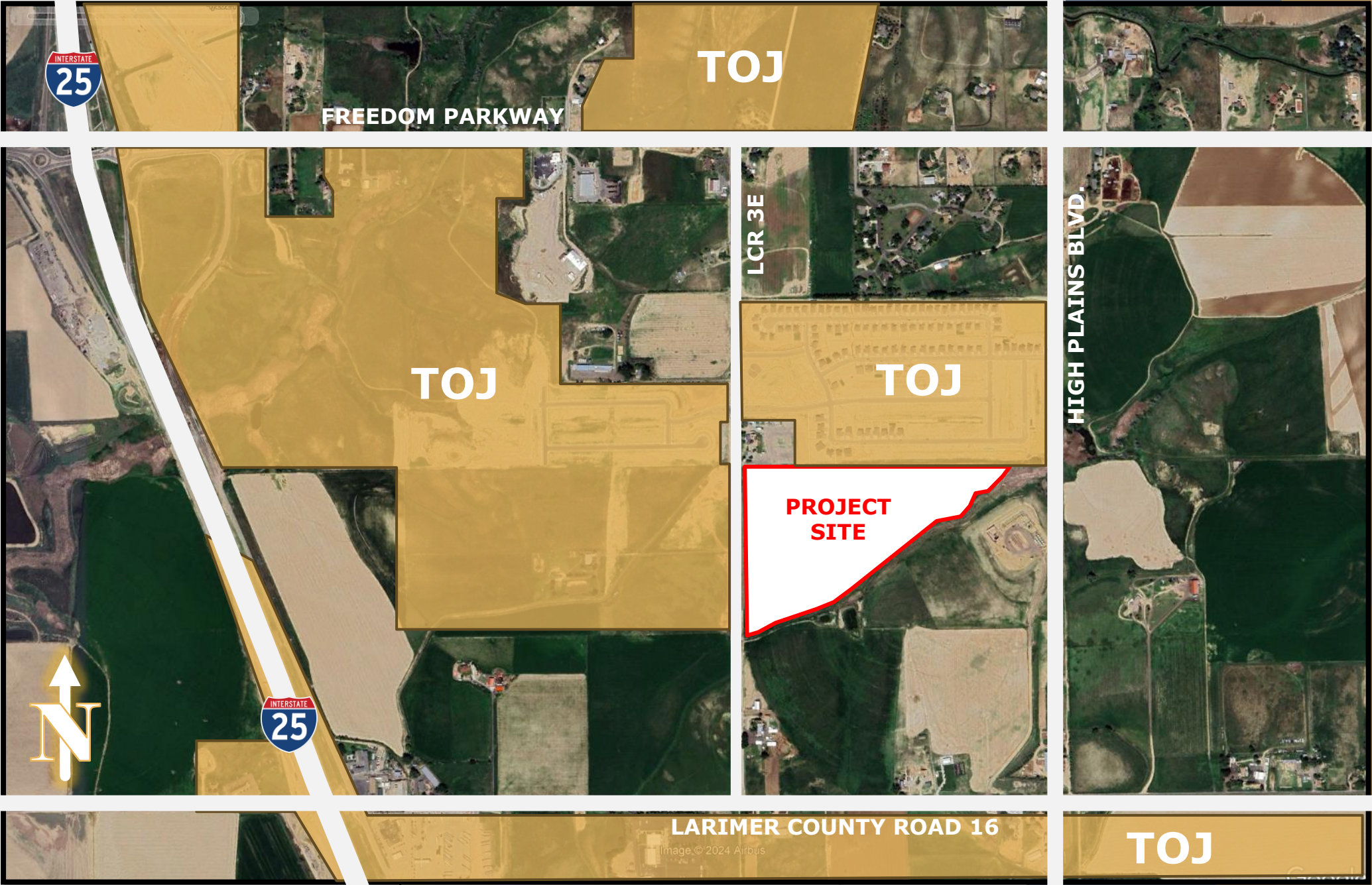
Blue Spruce Ridge Annexation & Zoning

CASE ANX23-0001

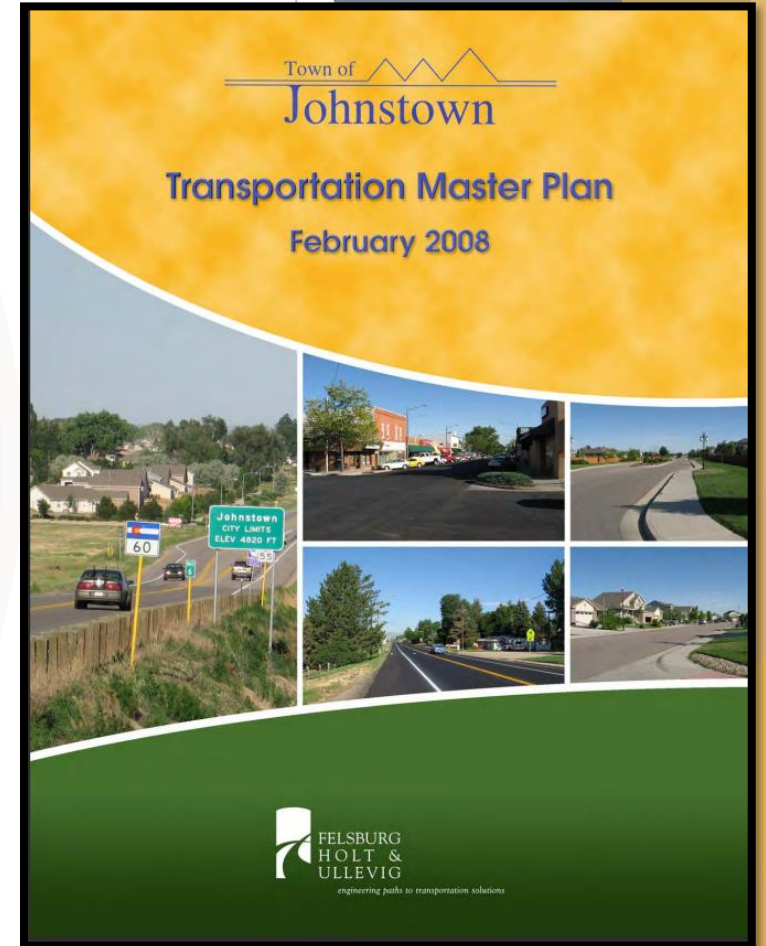
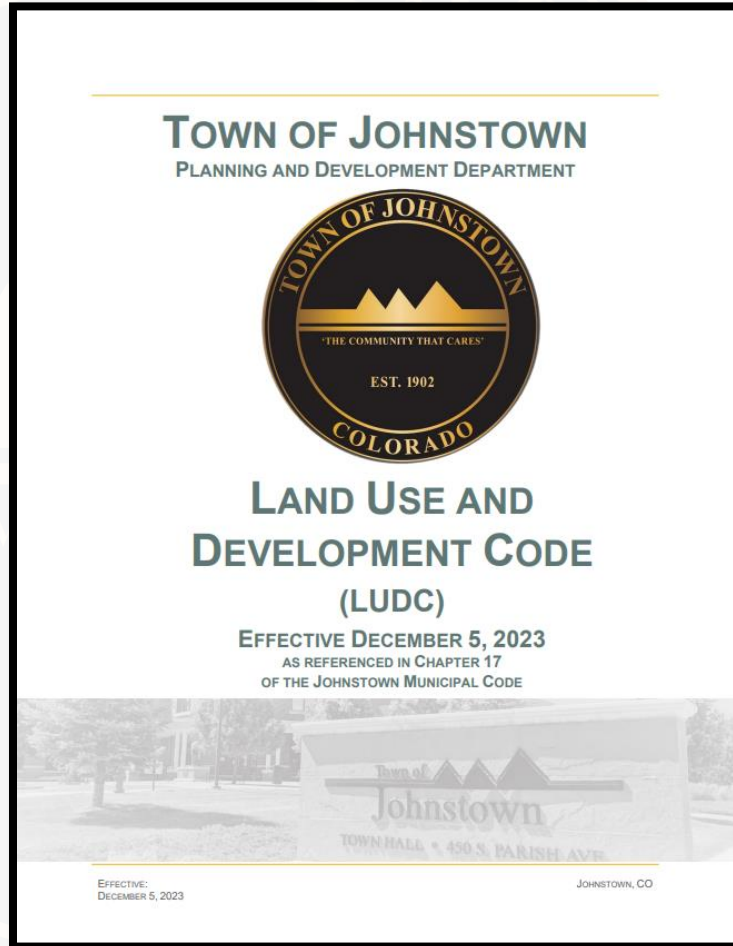
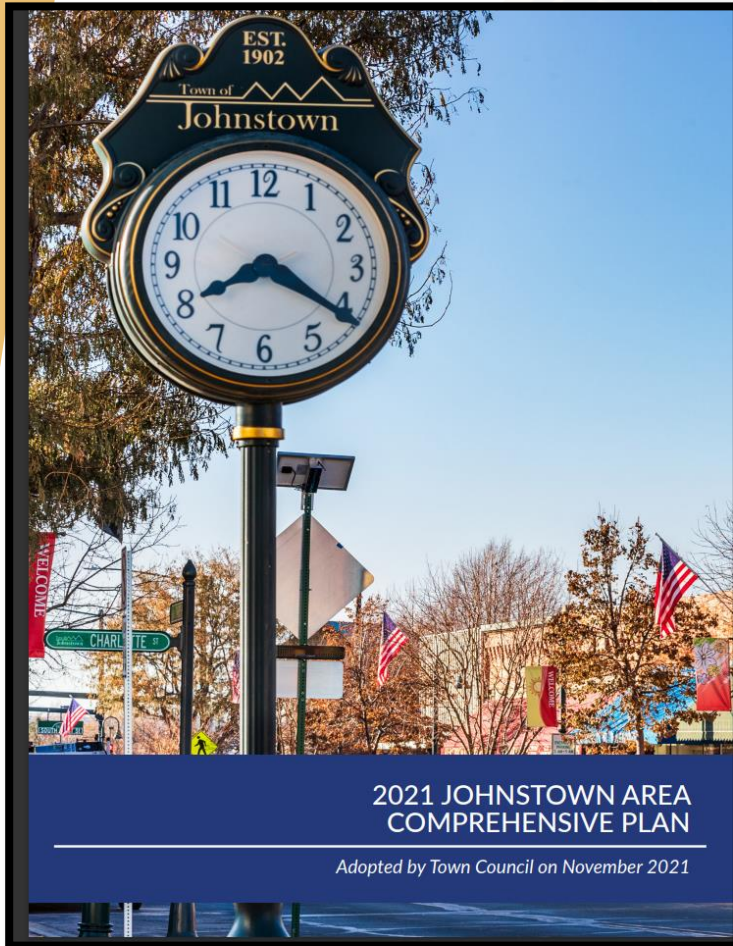
Town Council Meeting
May 6, 2024

The Community that Cares

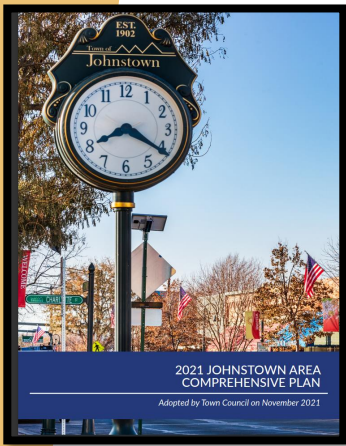
VICINITY
MAP



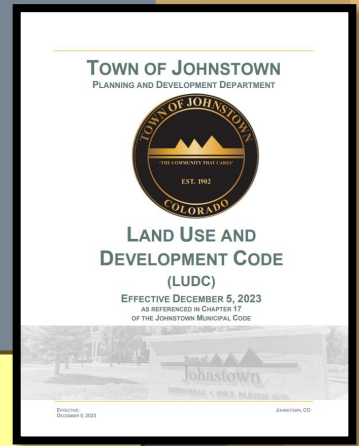
ZONING ANALYSIS



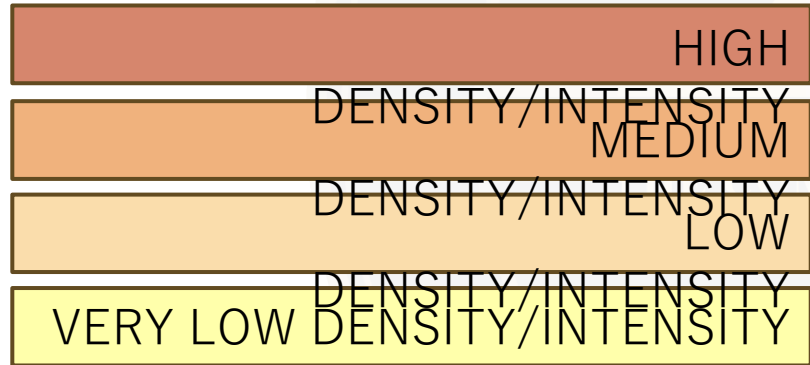
The Community that Cares



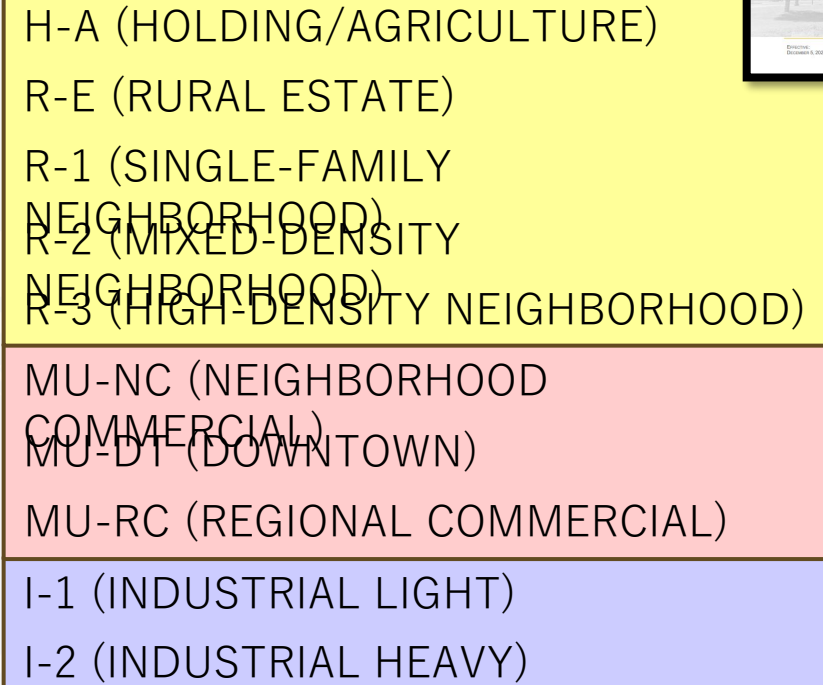
LAND USE v ZONING



LAND USE CATEGORIES (COMP PLAN)



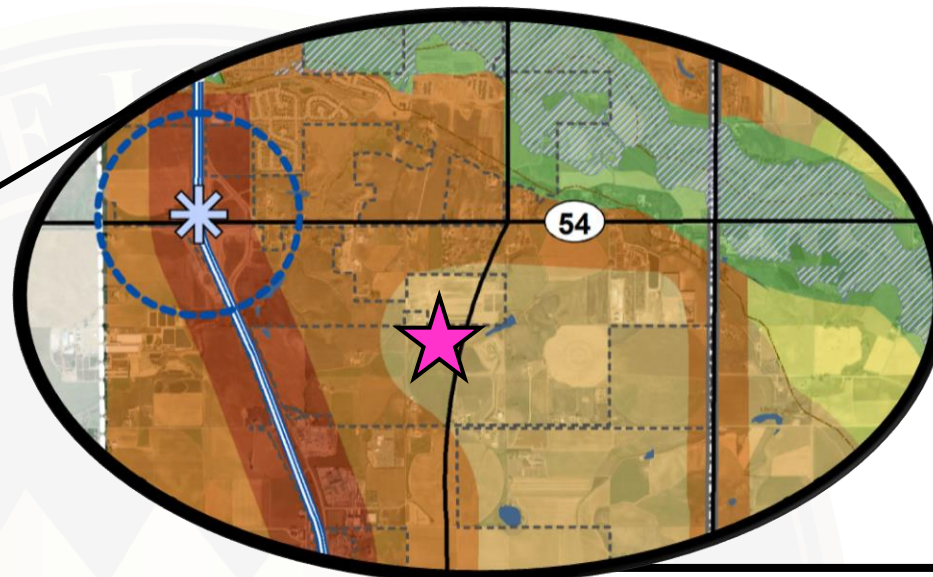
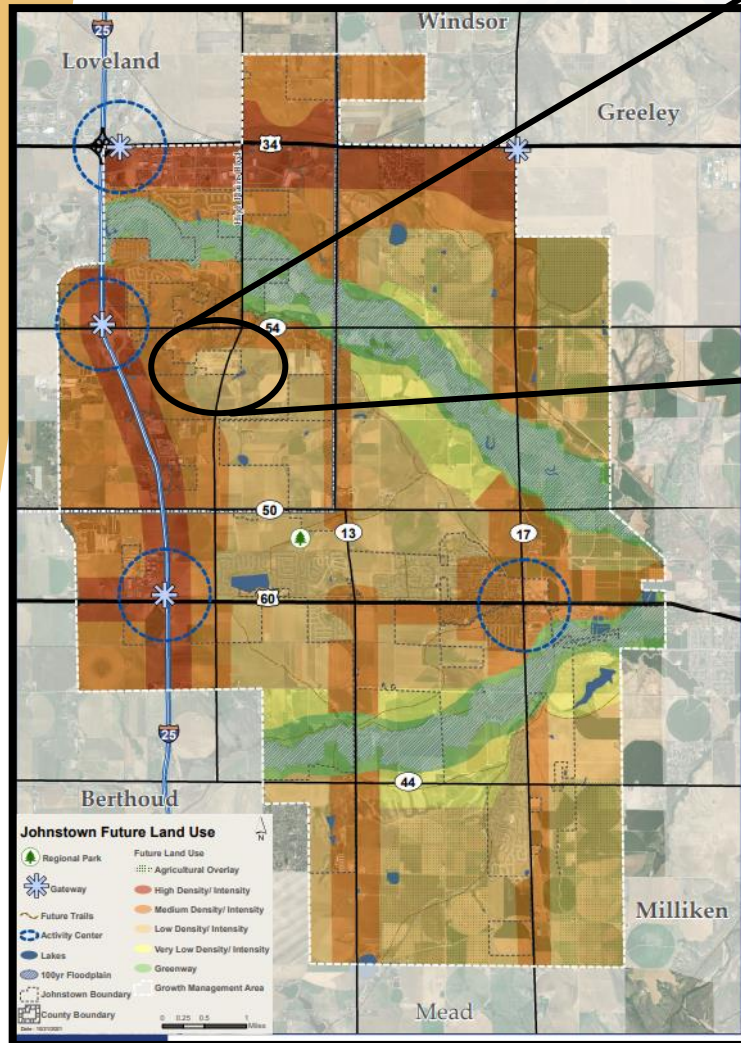
ZONING CATEGORIES (LUDC)



Land Use: Characteristic of the typical development or activity that occurs on the land.

Land Use Regulation (and Zoning): the municipal or local laws or regulations that indicate the permitted use of the property in accordance with the Town's regulations and guidelines.

ZONING COMPREHENSIVE PLAN



- High Density/ Intensity
- Medium Density/ Intensity
- Low Density/ Intensity
- Very Low Density/ Intensity

LOW DENSITY/INTENSITY (LDI)

INTENT & DESIRED CHARACTER

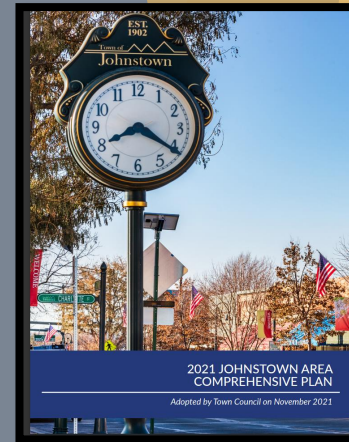
A Low Density/Intensity area (LDI) will be generally characterized by a higher percentage of residential, predominantly lots for single-family detached homes, with some lower-density townhomes or duplex/patio homes. Commercial will be less prominent and focused on neighborhood-level services such as a convenience store, gas station, dance/karate studio, auto shop, salon, or restaurant, and civic uses (parks, library, schools). Low Density/Intensity areas will occur along collector and local street corridors, and are likely to be adjacent to MDI and HDI areas, which serve to buffer LDIs from major street corridors and busier commercial areas. LDIs will strive to offer complete neighborhoods with easy access to neighborhood services, parks, schools, and be connected to adjacent neighborhoods and multi-modal corridors with trails and walks.

Commercial areas in LDIs will feature smaller building footprints (±3,000-50,000 SF), and be focused on providing smaller-scale retailers and services aimed at serving the immediate neighborhood and community, with more walkability and attractive landscaping that helps slow traffic and break-up parking areas, and enjoyable outdoor spaces to gather. Sidewalk patios and plazas offer patrons enjoyable places to meet and eat, gather and chat with neighbors. The commercial uses may occur in small commercial centers with multiple businesses, with cumulative commercial areas of around 100,000 SF.

Residential neighborhoods will provide multiple housing and lifestyle options within a more suburban setting. An LDI neighborhood may utilize winding internal streets and cul-de-sac configurations; perimeter fencing and landscaping for buffers, pocket parks and playgrounds within neighborhoods, connected to a trail system. These provide another great solution for integrating a range of lifestyles, incomes, and ages into a neighborhood.



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.

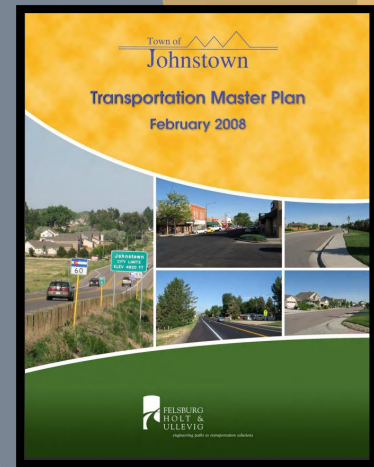
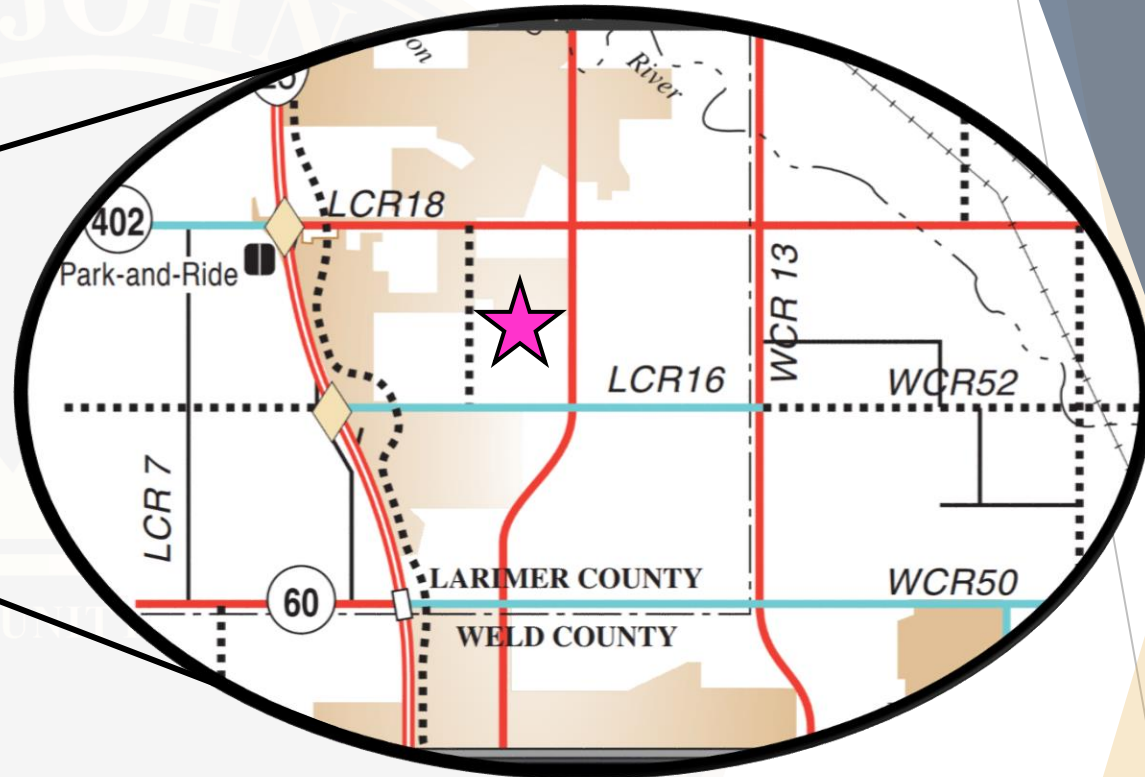
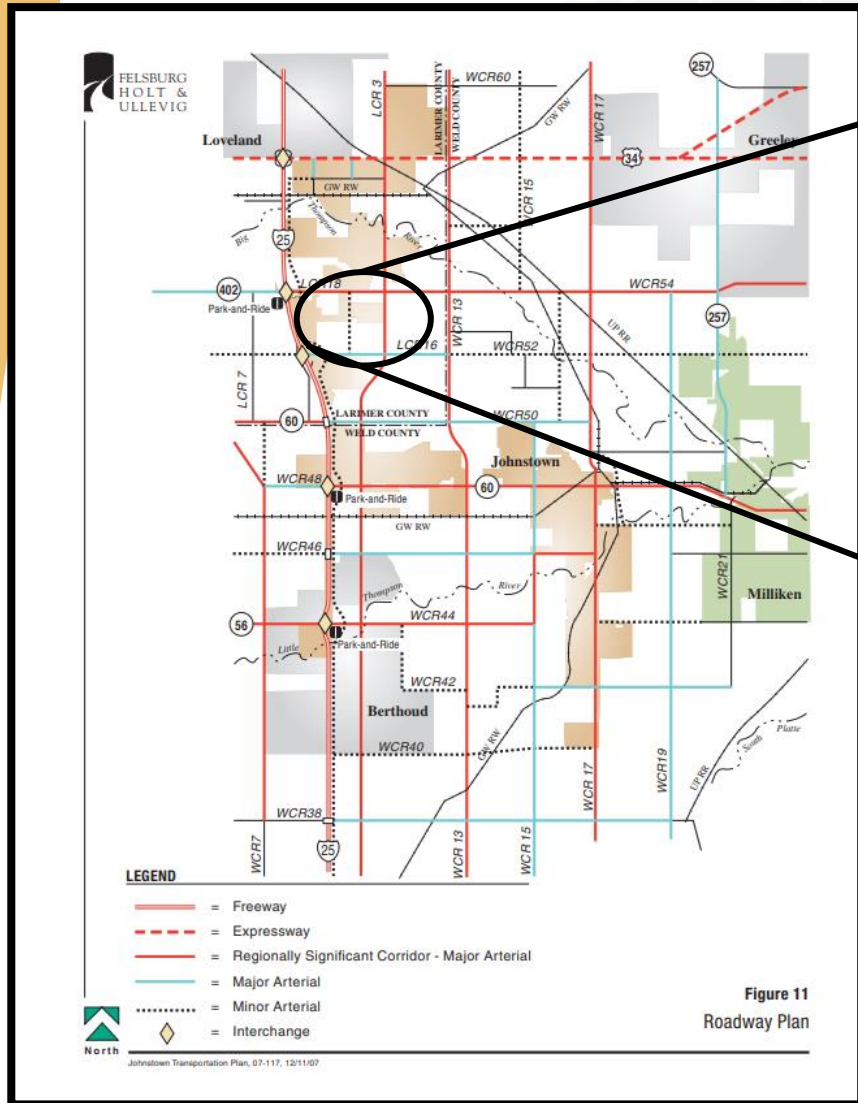
Approximate Land Use Balance:
15-20% non-residential to 80-85% residential uses.



CHAPTER 5: FUTURE LAND USE • 51

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ZONING – TRANSPORTATION MASTER PLAN



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ZONING - LUDC

intention for the character of specific areas, the development patterns and context, and the types or intensity of uses and buildings.

Table 4-1: Zoning Districts & Intent

District & Intent	Relationship to Comprehensive Plan
H-A - Holding / Agriculture. The H-A district is intended for agriculture and associated uses, and may include rural residential living with detached houses on acreages or very large "pre-development" lots. Due to the development patterns and inefficiency of providing municipal services, this area receives only limited infrastructure investment. It is used as a "pre-development" district to preserve open and rural lands, or to hold areas until more coordinated, compact, and efficient growth and development can occur.	Limited application as a pre-development area or to preserve agriculture lands in the very low intensity areas. Alternatively, the conservation pattern can be used to cluster development areas served by infrastructure in exchange for preserving large, intact areas of open space, natural areas, or agriculture lands.
R-E - Rural Estate. The R-E district is intended for very low-density residential living (detached houses) on larger lots. These districts permit limited farming, agriculture and similar, less intense rural uses that are compatible with low density living. Due to the dispersed development intensity, this area receives lower levels of infrastructure investment and public service, unless used in association with planned conservation or agricultural preservation strategies, or in very limited application of estates as part of a border, mixed-density neighborhood pattern.	Limited application on the edges of neighborhoods abutting rural and natural areas, or for rural housing on the very low intensity areas. In these cases, the conservation pattern is recommended to cluster development in areas served by infrastructure in exchange for preserving large, intact areas of open space, natural areas, or agriculture lands.
R-1 - Single-Family Neighborhood. The R-1 district provides residential living (detached houses) in lower-density suburban or walkable neighborhood settings with access to supporting uses such as schools, churches, parks, and other public facilities.	General application in low and moderate intensity areas, to provide a compatible range of lots in suburban or walkable neighborhoods. Limited applicability in greenbelt areas, where restricting site factors, hazards, or natural features may be properly mitigated and integrated into low density development patterns or coordinated with the conservation pattern.
R-2 - Mixed-Density Neighborhood. The R-2 district provides residential living (range of small-scale residential building types) in	General application in moderate and high-intensity areas, as a complementary component

Effective:
December 5, 2023

Chapter 17
Johnstown Land Use & Development Code

4-1



ARTICLE 4 – DISTRICTS & USES 17-4-1 ESTABLISHMENT OF ZONING DISTRICTS

Table 4-1: Zoning Districts & Intent

District & Intent	Relationship to Comprehensive Plan
R-3 - High Density Neighborhood The R-3 district provides residential living (small- or large-scale residential building types) in a moderate-to-high-density pattern in suburban areas or walkable neighborhoods. This district should be located as a transition between lower-density neighborhoods or more intense non-residential uses, and where a high level of accessibility, public amenity and support services are immediately available.	of connected and walkable neighborhoods or the predominant residential component of downtown, mixed-use areas, and transit-served nodes.
MU-DT - Downtown. The MU-DT district provides an integrated mix of retail, service, entertainment, and civic uses, and supporting office and residential uses, in a compact and walkable format. This district preserves the historic "main street" scale and small-town character of Johnstown. It is the vibrant heart of the community with a high level of civic design, walkable urban patterns, and a concentration of diverse, small-scale	General application for Downtown Activity Center.

TOWN OF JOHNSTOWN PLANNING AND DEVELOPMENT DEPARTMENT



LAND USE AND DEVELOPMENT CODE (LUDC)

EFFECTIVE DECEMBER 5, 2023
AS REFERENCED IN CHAPTER 17
OF THE JOHNSTOWN MUNICIPAL CODE

ARTICLE 4 – DISTRICTS & USES

17-4-2 PERMITTED USES

Table 4-2: Permitted Principal Land Uses

		H-A	R-E	R-1	R-2	R-3	MU-NC	MU-DT	MU-RC	I-1	I-2	Specific Conditions
P = Permitted, subject to general district standards S = Permitted, by Use by Special Review, a discretionary process = Blank means the use is not permitted												
Residential Uses												
Household Living	One-unit Dwellings	P	P	P	P	P						Table 5-1
	Attached One-Unit / Multi-unit Dwellings				P	P	P	P	P			Table 5-1
	Dwellings – Mixed-use					S	P	P	P			17-4-3.B
	PD: Mfgd / Small Format Home Community				S	S	S	S				17-5-6
	Established Residential (all building types)						P	P	P	P	P	
Group Living	Group Home – Small	P	P	P	P	P	P	S	S			17-4-3.C
	Residential Care – Limited	S	S	S	S	S	P	S	P			17-4-3.D
	Residential Care – General					S		S	P			17-4-3.D
	Residential Care – Institutional								S	S		

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ZONING – LUDC – ARTICLES 3 & 5



LAND USE AND DEVELOPMENT CODE (LUDC)

EFFECTIVE DECEMBER 5, 2023
AS REFERENCED IN CHAPTER 17
OF THE JOHNSTOWN MUNICIPAL CODE



Johnstown, CO



ARTICLE 3 – SUBDIVISION, DEVELOPMENT, & COMMUNITY DESIGN 17-3-1 STREETS

Table 3-1: Block Sizes & Connectivity		
Planning Context	Block Size	Closed-End Street Ratio
Downtown, Walkable Commercial, & Mixed-Use Neighborhoods Downtown, near downtown areas, walkable commercial areas, primarily in the Activity Center, High Density/Intense areas or other commercial nodes, residential or mixed-use neighborhood transitions in these areas, where walkable patterns and multi-modal routes are planned.	100' min. 300' max. 4 ac. max.	Per Exceptions n=2 only
General Neighborhoods & Non-Residential Walkable mixed-use and suburban neighborhoods and other areas supporting commercial centers or employment areas within walkable centers, primarily in the Moderate and Low Intensity (Density) areas.	200' min. 500' max. 7 ac. max.	Per Exceptions n=2 only
Campus, Rural, or Remote Areas Low-density areas where large-scale uses with internal circulation or low intensity (density) uses with limited circulation results, where disrupting the development pattern and street network is justified, typically in the Very Low Density or Intensity or Greenway areas.	200' min. 1,320' max. 15 ac. max.	600' max.



Figure 3-1: Connectivity & Block Sizes. Street layouts shall be based on maximum block size length between centerlines of perimeter streets and area and adjust to property at a frequency sufficient to create connected networks unless exceptions justify not connecting.

Effective: December 5, 2023 Chapter 17 Johnstown Land Use & Development Code 3-2



ARTICLE 3 – SUBDIVISION, DEVELOPMENT, & COMMUNITY DESIGN 17-3-1 STREETS

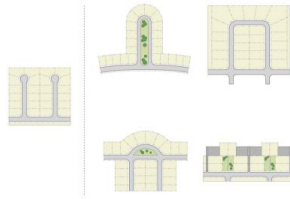


Figure 3-2: Disconnected Street Options. Where streets will not connect, blocks and lots should be laid out to limit the need for cul-de-sacs and minimize other options such as loop, close, weave and cul-de-sacs. (Section 17-3-1.5)

3. **Walkways and Bicycle Routes.** In any case where exceptions for larger blocks apply, or any other area where pedestrian and bicycle connections are important, such as adjacent to schools, parks, trail systems or community centers, the Town may require pedestrian walkways or bicycle routes through blocks or at the end of any closed-end street. Connections shall meet the open space design standards in Section 17-3-2.



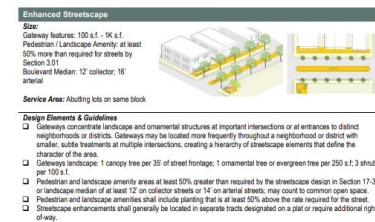
Figure 3-3: Walkways and Bicycle Routes. Where streets do not connect or larger blocks are patterned, connections for pedestrians or bikes may be required through blocks or at the end of disconnected streets (17-3-1.5).

4. **External Connections.** Streets shall be planned to provide extension to adjacent areas and parcels at intervals where all resulting blocks meet the standards in Table 3-1, unless justified by an exception in 17-3-1.5.
- a. The Town may require dedication of right-of-way and construction of streets extended to the boundary line of the property to be subdivided or approve

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ARTICLE 3 – SUBDIVISION, DEVELOPMENT, & COMMUNITY DESIGN 17-3-3 BLOCKS & LOTS



- Enhanced Streetscape**
- Goal:** Gateway features: 100' x 1' - 10' x 1' Pedestrian Landscape Amenity at least 50% more than required for streets by Section 3.01.1
- Service Area:** Buffering lots to same block
- Design Elements & Guidelines**
- Gateway features: 100' x 1' - 10' x 1' Pedestrian Landscape Amenity at least 50% more than required for streets by Section 3.01.1
 - Pedestrian and landscape amenities shall include planting that is at least 50% above the rate required for the street.
 - Streetscape enhancements shall generally be located in separate tracts designated on a plan or require additional right-of-way.

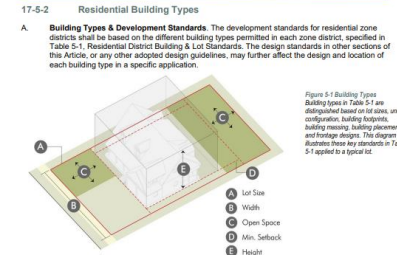
17-3-3 Blocks & Lots

- A. **Intent.** The intent of the blocks and lots standards is to:
1. Ensure the proper arrangement of blocks and lots in relation to the street network and open and civic spaces.
 2. Design subdivisions to be coordinated with adjacent development patterns or future development in terms of street networks, open and civic spaces, and block patterns.
 3. Arrange blocks and lots in a manner that is least disruptive to existing topography and capitalizes on inherent natural characteristics of the land as defining features.
 4. Coordinate access and utilities for each lot in association with larger systems of streets and infrastructure.
 5. Promote appropriate site, building, and frontage designs in relation to streetscapes and open spaces.
 6. Ensure that all lots are buildable according to this code and that all non-developed tracts or other parcels serve community functions in relation to the overall development pattern.
- B. **Block & Lot Arrangement**
1. **General Layout.** All blocks shall be laid out to have two tiers of lots fronting streets on opposite sides, unless dictated by existing development patterns outside of the control of the project or by community planning on regional transportation routes. In these cases, streetscape standards and open or civic spaces should be used to create buffers and transitions at the rear of lots.
 2. **Block Size & Patterns.** The maximum block length shall be based on the street connectivity standards and specific context as identified in Section 17-3-1.
 3. **Lot Patterns.**

Effective: December 5, 2023 Chapter 17 Johnstown Land Use & Development Code 3-6



ARTICLE 5 – RESIDENTIAL DEVELOPMENT & DESIGN 17-5-2 RESIDENTIAL BUILDING TYPES



Effective: December 5, 2023 Chapter 17 Johnstown Land Use & Development Code 5-2



ARTICLE 5 – RESIDENTIAL DEVELOPMENT & DESIGN 17-5-2 RESIDENTIAL BUILDING TYPES

17-5-3 Neighborhood Design

- A. **Frontage Design.** The design of frontages establishes the relationship of buildings and lots to the streetscape. Frontage design includes building placement, lot layout, garage extent and location, and entry features. Frontage Types designed according to the standards and design objectives of this sub-section may be used to modify the front setback established in Table 5-1.
1. **Design Objectives.** Frontage types shall be applied to meet the following design objectives:
- a. Enhance the image of neighborhoods by coordinating streetscape treatment with private lot and building treatment.
 - b. Design frontages to be consistent with the neighborhood, block, and street.
 - c. Coordinate development across several lots, considering the cumulative impacts on streetscapes from access, parking, and landscape design.
 - d. Orient all buildings and lot frontages to the streetscape, while still promoting effective transitions from public spaces to private spaces on the lot.
 - e. Limit the impact on the neighborhood streetscape from frontages designed for car access, particularly on narrower lots or valuable streets and neighborhoods.
 - f. Provide outdoor social spaces that activate the streetscape.
 - g. Use front entry features to reinforce neighborhood character; promote unique design; create subtle variation in building patterns; and create a consistent, human-scale connection to the streetscape.
2. **Frontage Design Standards.** Frontage types shall be designed according to the standards in Table 5-2, Residential Frontage Types & Design Standards. Sub-sections allowing the table provide specific design strategies and techniques to be used to meet these standards. Where multiple frontage types are permitted, the applied frontages should be similar for all lots on the same block face or gradually transition to different building placement and frontage types on adjacent lots. In general, the front building line (FBL) of adjacent buildings shall not differ by more than 10 feet.

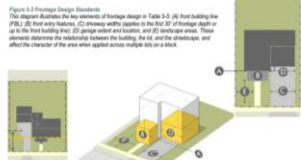


Figure 5-3: Frontage Design Standards. The diagram illustrates the design standards for frontages, including building placement, lot layout, and frontage types. It shows how frontages should be designed to be consistent with the neighborhood, block, and street, and how they should be applied to meet the design objectives of this sub-section.

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ARTICLE 5 – RESIDENTIAL DEVELOPMENT & DESIGN 17-5-3 NEIGHBORHOOD DESIGN

Table 5-2: Residential Frontage Types & Design Standards				
Frontage Element	Terrace Frontage	Neighborhood Frontage	Suburban Frontage	Buffer Frontage
Restrictive Concept				
Application	H/A R/E R-1 R-2 R-3			All permitted non-residential buildings in residential districts.
Front Building Line (FBL)	10' - 25'	25' - 60'	25' +	35' +
Front Entry Features	Required (Sec 17-5-3)	Required (Sec 17-5-3)	Required (Sec 17-5-3)	Optional
Driveway Width	15% of lot width, up to 20' maximum	20% of lot width, up to 20' maximum	40% of lot width, up to 27' maximum	25% of lot width, up to 36' maximum
Garage Limitations	• 20% of linear ft of front facade • Flush or behind FBL • Up to 30% of 12'-behind FBL	• 30% of linear ft of front facade • Flush or behind FBL • Up to 40% of 12'-behind FBL	• 50% of linear ft of front facade • 12' in front of FBL, max • No requirement if set back more than 60' from front lot line and behind FBL	• 45% of linear ft of front facade, and • 12' in front of FBL, max • No requirement if set back more than 60' from front lot line and behind FBL
Frontage & Front Yard Landscaping [1]	• 60% minimum landscape, and • 40% maximum hardscape.	• 75% minimum landscape, and • 25% maximum hardscape.	• 50% minimum landscape, and • 50% maximum hardscape.	• Type 1: 6' + buffer on constrained sites or minor streets. • Type II: 15' + buffer generally. • Type III: 30' + buffer on sites over 2 acres or major streets.
[1] Permitted	Landscape refers to allocation of space between front lot line and front building line. See Section 17-5-2 Landscape Design. Hardscape includes drives, and walks.			

Effective: December 5, 2023 Chapter 17 Johnstown Land Use & Development Code 5-9



ARTICLE 3 – SUBDIVISION, DEVELOPMENT, & COMMUNITY DESIGN 17-3-1 STREETS

2. **Exceptions.** Blocks may only exceed the area or block length maximums in Table 3-1, or provide alternative designs and connectivity, based on the following exceptions:
1. **Historic Districts.** Open Space, Blocks or parcels adjacent to or containing important natural features, topographical constraints, or open space that may be used to provide a buffer or transition between the street and the historic district.
 2. **Regional Transportation Routes.** Blocks or parcels adjacent to or containing important regional transportation routes that impede local connectivity at all other ways possible.
 3. **Linear Features.** Tracts divided into lots of at least 100' wide for rural agriculture, or very low-intensity development may exceed the block limits, provided they are designed to allow future streets in compliance with these regulations and present a logical pattern of re-subdivision with internal disruption of existing or planned buildings, utilities, or other structures.
 4. **Overlaid Patterns.** Where overlaid parcels are planned for special land uses or development patterns that accommodate large-scale buildings, such as campuses, industrial uses, employment centers, or regional commercial areas, overlaid blocks may be larger provided parcels are designed to maintain the block structure of Table 3-1. Private streets shall meet streetscape and design standards of this section and create logical extensions and connections to the public street network beyond the project.
 5. **Closed-end Streets.** In any case where streets are not required to connect by these standards or are justified by these exceptions, alternative designs such as loops, courtyard layouts, or closes are preferred over dead ends and cul-de-sacs as shown in Figure 3-2.
 6. **Specific Plan.** A specific street network plan approved by the Town through the planning development process in 17-2-4 or similar planning initiative for a connected local network for a significant area beyond individual projects may provide different connectivity provided there are sufficient external connections to the surrounding transportation system and the design meets the intent and design objectives of this section.



Figure 3-2: Disconnected Street Options. Where streets will not connect, blocks and lots should be laid out to limit the need for cul-de-sacs and minimize other options such as loop, close, weave and cul-de-sacs. (Section 17-3-1.5)

Effective: December 5, 2023 Chapter 17 Johnstown Land Use & Development Code 3-5



ARTICLE 5 – RESIDENTIAL DEVELOPMENT & DESIGN 17-5-3 NEIGHBORHOOD DESIGN

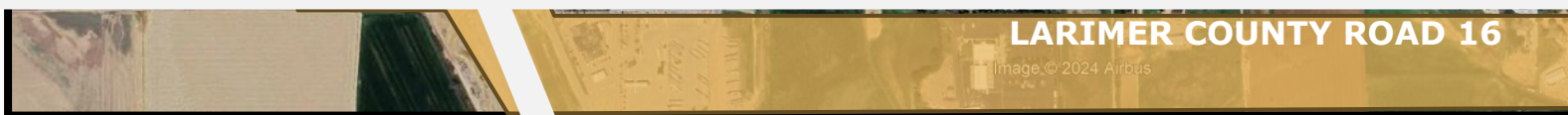
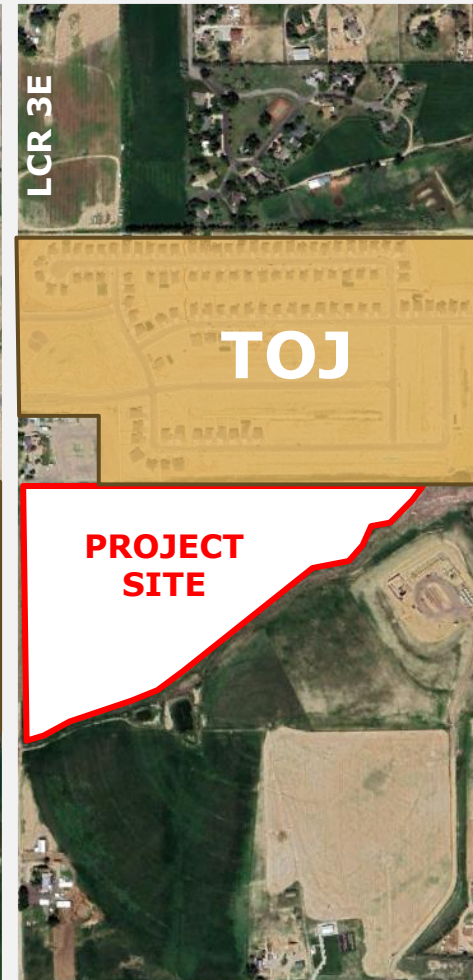
7. **Variations of Buildings.** All projects involving three or more buildings shall provide variations in the elevations from the two buildings on each adjacent side, and the three nearest buildings on the opposite side of a facing block, with at least two of the following:
- a. Variations in the front entry features as indicated in Section 17-5-3-A.3
 - b. Different types of entry features, such as porch, stoop, or entry court.
 - c. Different roof styles associated with the entry features, such as gable, hip, shed, flat, arched, or no roof.
 - d. Different locations and extent of the same entry features, such as cantilevered, offset left or right, or wrapped, projecting or embedded, and half or full length, and/or
 - e. Different ornamentation or architectural styles that lead to distinct building styles at a similar scale as pattern.
8. **Variations in the facade composition.** Including massing, modulation, window type and placement, materials, and details and ornamentation. To the extent that the buildings have a distinct appearance.
9. **Variations of the roof forms.** Considering the type of roof, orientation of gables, and use and placement of dormers.
10. **Variations of the building type or models of the same type with distinctively different floor plans that use a different massing.** Minor changes of the same model and floor plan shall not be used to meet the variation requirement.
11. **For duplexes.** Multi-unit houses that are intended to mimic the scale and form of detached houses, a hierarchy of steps and entrances shall be used to create the appearance of a single building, and the variation shall apply between units.
12. **For row houses and similar buildings** that are clearly designed for multiple units, subtle variations in the repetitive entry and building shall apply to emphasize different units, and the variation shall apply between units in the building.



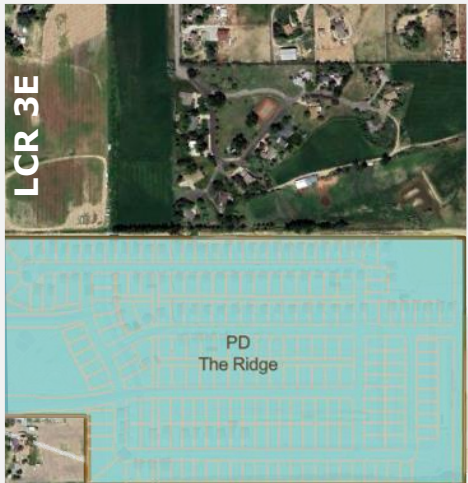
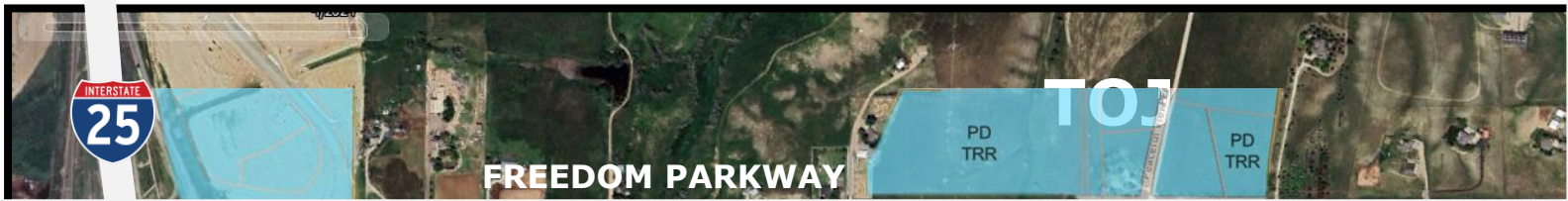
Figure 5-3: Frontage Design Standards. The diagram illustrates the design standards for frontages, including building placement, lot layout, and frontage types. It shows how frontages should be designed to be consistent with the neighborhood, block, and street, and how they should be applied to meet the design objectives of this sub-section.

Effective: December 5, 2023 Chapter 17 Johnstown Land Use & Development Code 5-18

VICINITY MAP



ADJACENT
ZONING



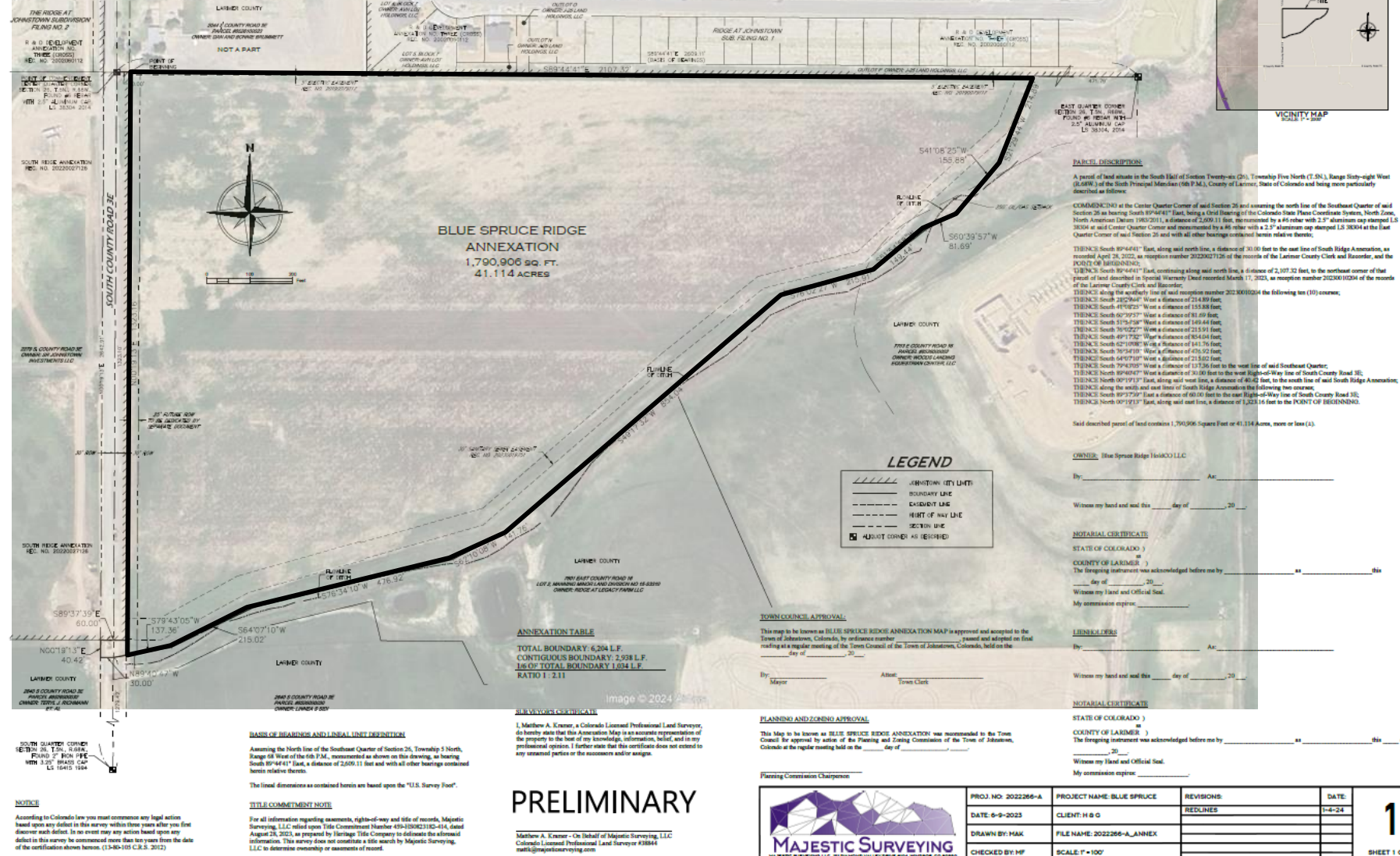
BLUE SPRUCE RIDGE ANNEXATION MAP

BEING AN ANNEXATION TO THE TOWN OF JOHNSTOWN, COLORADO

SITUATE IN THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 5 NORTH, RANGE 68 WEST OF THE 6TH P.M.

COUNTY OF LARIMER, STATE OF COLORADO

41.114 ACRES



PRELIMINARY

Matthew A. Krenner - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #39844
matt@majesticsurveying.com

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BLUE SPRUCE RIDGE ANNEXATION MAP

BEING AN ANNEXATION MAP OF THE TOWN OF JOHNSTOWN, COLORADO

SITUATE IN THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 58 NORTH, RANGE 68 WEST OF THE 6TH P.M. COLORED

PUD
TOWN OF
JOHNSTOWN

PUD
TOWN OF
JOHNSTOWN

R-2

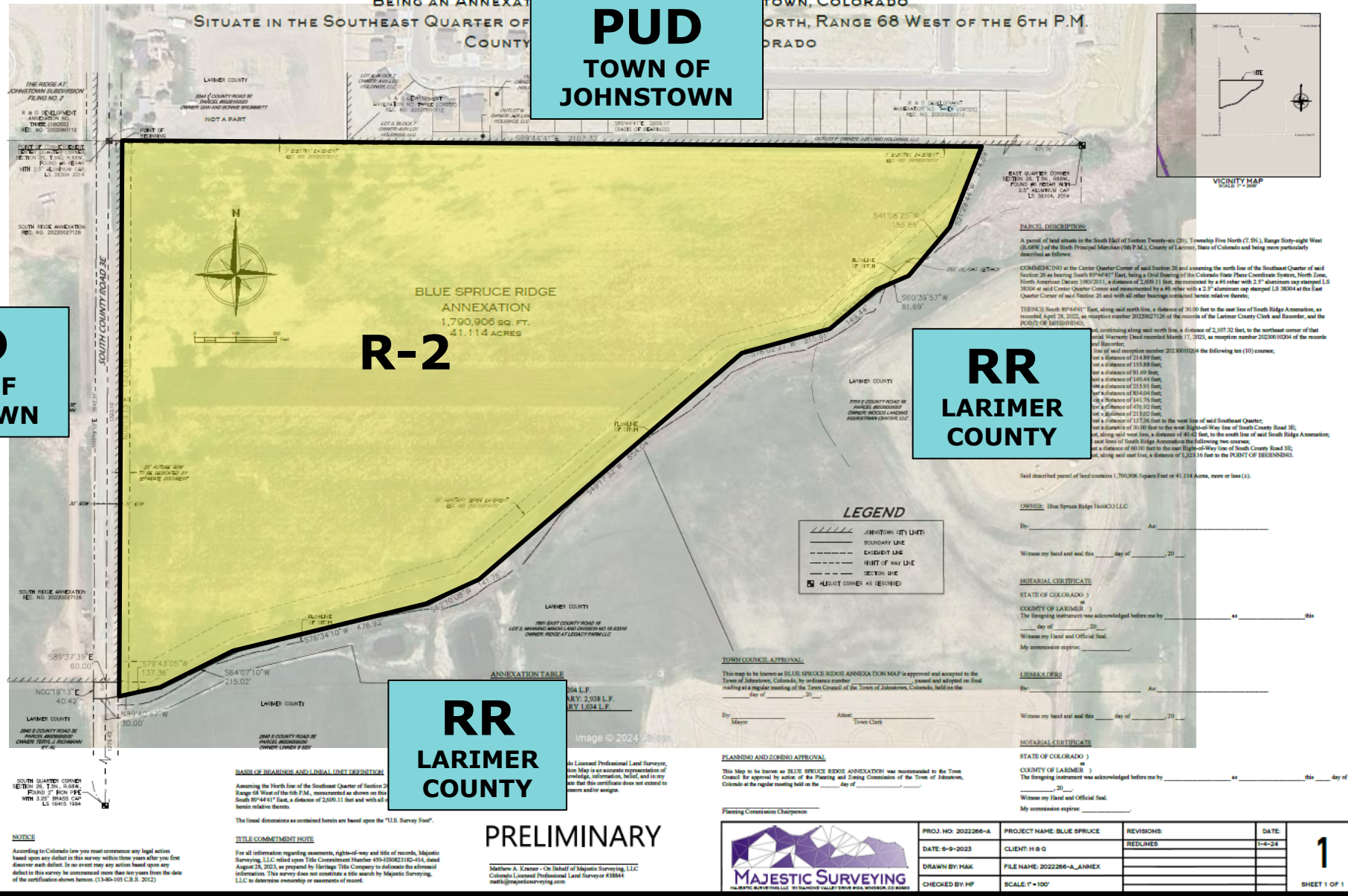
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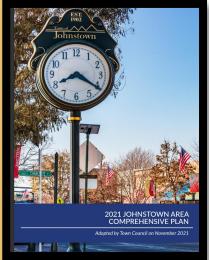
PRELIMINARY



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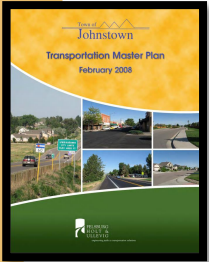


ZONING - CONCLUSIONS



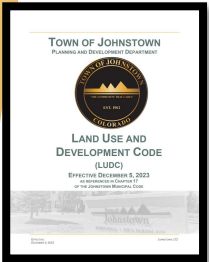
COMPREHENSIVE PLAN

- The property is located in an LDI land use area.
- LDI areas are intended to provide multiple housing options in low-density formats, including townhomes and duplex/patio houses.
- LDI areas are intended to be served by collector and local streets.



TRANSPORTATION MASTER PLAN

- The primary street serving the property is a minor arterial.
- A regionally significant major arterial is located immediately east of the property.



LAND USE & DEVELOPMENT CODE

- The only two zoning designations that allow both single-family detached and single-family attached/multi-unit dwellings is the R-2 and R-3 zones.
- The R-3 zone allows residential uses that are not consistent with LDI areas; therefore, it is not recommended for this property.

Based upon the information presented, R-2 zoning is recommended for this property because it represents the zoning classification best suited to support the goals and objectives of the Town's Comprehensive Plan.

RECOMMENDATIONS

ORDINANCE 2024-247– BLUE SPRUCE RIDGE ZONING

Based upon the content and findings in the staff report, and the information provided at this hearing, I move to **Approve** Ordinance 2024-247, establishing R-2 zoning for Blue Spruce Ridge, Case No. ANX23-0001



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