THE VILLAGES @ JOHNSTOWN
PERFORMANCE STANDARDS

Prepared by:

INTERGROUP
Architects

ACKNOWLEDGEMENTS

The Villages @ Johnstown welcome you to the community.

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1. INTRODUCTION

A.1 PURPOSE OF THE VILLAGES @ JOHNSTOWN PERFORMANCE STANDARDS:

...IMAGINE, BUILD, AND MAINTAIN A QUALITY OF LIFE AT THE VILLAGES @ JOHNSTOWN ...

The purpose of **The Villages @ Johnstown Performance Standards** is to provide private developers and owners, as well as public agencies and service providers, the methodology for development of the area and to outline principles for each new property owner and community as a whole to maintain value. The Performance Standards are the prescription to guard the quality of life, minimize adverse development, protect investments, encourage quality buildings, discourage less attractive buildings and enhance security/safety for all users. The Performance Standards is an outline for developers, owners, builders and apply to all new, remodeled or demolished projects throughout the Villages.

THE VILLAGES @ JOHNSTOWN PERFORMANCE STANDARDS ARE TO BE USED BY:

- All proposed development
- Town of Johnstown and other local governments
- Sales and real estate personnel
- Economic development groups
- Owners within the area
- Utility Providers

THE PURPOSE OF THE STANDARDS:

- Maintain value and aspire to create a Village for the Johnstown community
- Institute stability of land uses and adjacencies
- Create economic strength as a planned community
- Establish a reference for developers, buyers, and Town officials
- Collaboration, teamwork and assistance

The Performance Standards are the vehicle to maintain the vision for the Villages @ Johnstown. It is intended to set guidelines and to supplement the Town of Johnstown building and zoning codes, ordinances, and Town standards. The Performance Standards are to be used by owners and developers as well as the city referral agencies and departments during Design Review Community submittals for approval.

A.2 SUBMITTAL REQUIREMENTS

The property comprising The Villages @ Johnstown was annexed to the Town in 2000 subject to the terms and conditions of the R & D Development and Cross Annexation Agreement dated March 1, 2002. As part of that Annexation Agreement (Section 36) Johnstown and the Property Owners agreed to develop and agreed to performance standards for the purpose of addressing design considerations including architectural, site planning, landscaping, streetscape and sign elements for land uses with The Villages @ Johnstown. The Villages @ Johnstown Performance Standards are the performance standards as contemplated in the R & D Development and Annexation Agreement.

The following outlines the successive processes for submittals and approvals for development projects. Projects must first be submitted to The Villages @ Johnstown Design Review Committee (DRC) before submitting to the Johnstown Review Committee (JRC) for review. After approval is gained by both the DRC and the JRC, the project may be submitted for development and/or building permit application. For single family residential projects refer to Section N for additional information.

Design Review Committee (DRC): The purpose of the DRC is to ensure that proposed developments meet the standards as established in the Performance Standards in order to maintain a consistency of planning and design for the entire project. Members will include a licensed Architect, Licensed Civil Engineer, Landscape Architect, Land Developer and rotating professional. The Villages @ Johnstown Performance Standards legally apply to all land that is part of The Villages @ Johnstown, regardless of ownership, and are in addition to the zoning and land use regulations of local government. The Performance Standards and supporting documents are administered and enforced by the DRC.

DRC Approval Process: Any proposal to construct, modify or demolish improvements within The Villages @ Johnstown must have plan approval from the DRC prior to commencement, and following DRC approval must also receive approval, from the JRC. The DRC's review and approval process also applies to site plans, landscape plans, photometric plans, building elevations, signage, changes in property use, and maintenance activities. Upon DRC's plan submittal and approval by the DRC, the applicant may proceed with the JRC submittal, but only in strict compliance with the terms and conditions of the DRC's approval. The Town or DRC may perform periodic site inspections, both during development and on an ongoing basis thereafter to ensure compliance.

Projects are placed on a formal meeting agenda by DRC only after applications have been submitted at least two weeks prior to a meeting. Formal presentations to the DRC are mandatory for most development projects, however, most details are reviewed through informal meetings with the DRC representatives.

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This process is designed to expedite the preparation and approval of the plans for any specific site where development is contemplated. There are three phases in the development approval process. These include:

1. Pre-design Conference

2. Design Development (includes plans and elevations)

3. Final submittal

DRC Required Documents:

Pre Design Documents: provide application and fees and include Site Plan and Building Elevations of the proposed development with written description of proposed use. Contact the DRC to schedule an appointment to review planned development. Upon approval - proceed to the Design Submittal Phase.

Design Submittal Documents: provide project schedule, phasing plans (if anticipated), Alta Survey, Geotechnical Report, Traffic Report, Site Plan, Concept Floor Plan, Colored Building Elevations (or colored rendering and elevations), Grading/Utilities and Drainage Plans, Landscape Plan, Photometric Plan, Material and Colored Boards. Upon approval by DRC submit planning package to Johnstown and upon Town approval of planning documents proceed to Final Submittal Phase.

Final Submittal Documents: provide Final Civil Plans, Utility Plans, Hydrology Study, Off-site Improvements Plans, Final Landscape (including irrigation plans) Documents, Final Architectural Construction Documents, Final Structural Documents, Final Mechanical Documents, Final Plumbing Documents, Final Electrical Documents, Specifications, Structural Calculations, Energy Calculations, Final Material Boards, Signage Package, and copy of permits from all Town agencies. An updated schedule for the projects (start to move in) will also be required.

Approval is contingent upon the submittal of materials and payment of any designated fees or expenses, and favorable review. A "Notice of Committee Action" letter from the DRC will be sent to each applicant upon approval. This notice will state whether approval or disapproval has been granted and outline any conditions associated with the ruling.

Review fees will be required for all DRC submittals and shall be paid for the phase scheduled for review on or before said review. If the DRC requires that the applicant attend additional meetings with a DRC member or consultants due to incomplete, inadequate, or improper submittals, then the applicant shall be responsible for paying the full costs of such services. No written confirmation of a DRC action will be issued until all appropriate fees have been paid. A current schedule of fees is contained in the submittal procedures packet.

Johnstown Review: The Town will conduct their own review of the submittals and may seek the assistance of any other Town employee or consultant whose expertise is necessary. All Town subdivision and re-subdivision requirements, building codes, permits, fees, and other documents as adopted by the Town, do apply.

JRC Approval Process: All individual developments in The Villages @ Johnstown shall be reviewed and approved by the Town pursuant to this approval process. This approval process shall supersede and replace all other approval processes for land use developments set forth in the Town of Johnstown's Zoning Code.

Pre-Application

The applicant shall schedule a pre-application conference with the Town Planner prior to submittal of any project proposal.

Final Development Plan Submittal and Process

All development projects shall be submitted in compliance with the current Town Community Development Application requirements for Final PUD Development Plan. (Form are periodically updated) Accompanying the application shall be all required fees as well as a certification from The Villages @ Johnstown DRC stating that the development as proposed in the application meets all the applicable standards and guidelines of The Villages @ Johnstown Performance Standards. If the Town determines that the application is complete, the application shall then be reviewed by the JRC. If the Town determines that the application is incomplete, the Town shall specify in writing the specific ways in which the application is insufficient or incomplete.

The JRC shall review the complete application for conformance with all of the applicable terms and conditions of The Villages @ Johnstown's Performance Standards. The JRC is comprised of Town Manager, Town Planner, Town Attorney and Town Engineer. Said review shall be completed within 45 calendar days of Town determination of completeness of the application. Said 45 day period may be extended in writing by the applicant. Review of the application by the JRC is administrative in nature for the purpose of determining that the proposed development as set forth in the application complies with the terms and conditions of The Villages @ Johnstown Performance Standards.

JRC Approval: The JRC shall approve the application if it complies with the applicable terms and conditions of The Villages @ Johnstown Performance Standards and other Town requirements. All subdivisions and re-subdivisions and agreements are to be approved in accordance with the Johnstown Subdivision Regulations.

Additional Criteria & Updates: In addition to the criteria herein, the DRC and the JRC may promulgate additional criteria that are not inconsistent with the criteria set forth herein. From time to time, any of these additional criteria may be amended by action of the DRC and the Town. Changes in land use or changes greater than the 20 percent dimensional criteria, that shall become a permanent part of the design guideline document, shall constitute a major change and shall be brought back to the Planning Commission and Town Board for review and approval.

Variances: The DRC and JRC may authorize variance from these criteria when circumstances such as topography, natural obstructions, hardship, aesthetic, environmental objectives or considerations may warrant, insofar as they are not superseded by applicable JRC of Johnstown zoning regulations. Such variances must be approved by the DRC and the JRC. A variation of up to 20 percent in dimensional standard is allowed if it improves the project design or an unreasonable hardship can be demonstrated.

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Final Plan Amendments: Amendments to final plans must be approved by the DRC and the JRC.

Relationship to Other Documents: The Performance Standards establish the guiding principles for review and processing of each development. There are other documents that were used as reference for the Performance Standards or may be referred to for information not found within the Performance Standards. The version currently in effect when the Performance Standards were adopted shall apply.

- R & D Development and Cross Annexation Agreement – March 1, 2002
- Town of Johnstown Zoning Code
- Town of Johnstown Sign Code
- Town of Johnstown Comprehensive Plan – April 1, 2001
- Johnstown/Milliken Parks, Trails, Recreation and Open Space Plan – May 2003
- Town of Johnstown Landscape Standards and Specifications
- Johnstown Public Improvement Criteria and Construction Regulations – April 2004
- Johnstown Transportation Plan

DRC Forms:

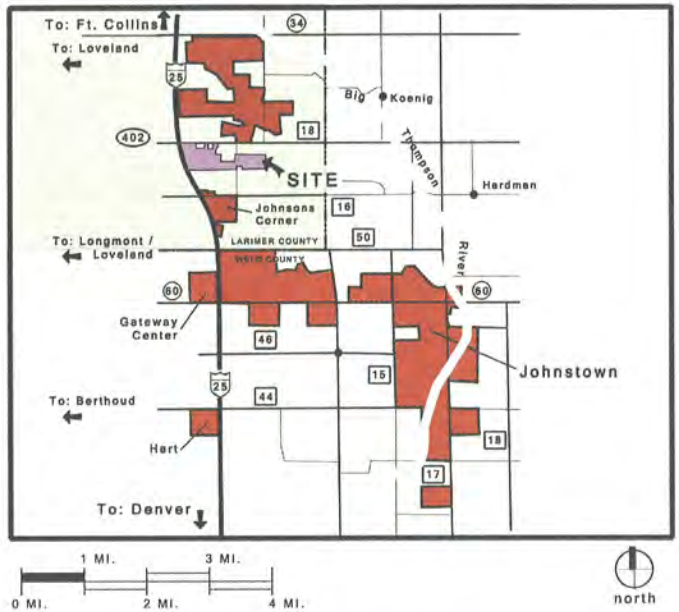
Application forms, fee schedules and required check list forms for each applicant are available from the DRC. Single Family Residential has a simplified submittal process. Contact the DRC directly for information and submittal applications requirements.

Contact the Town of Johnstown for Final Development Plan application packet.

B. THE VILLAGES @ JOHNSTOWN BOUNDARIES

The Villages @ Johnstown is located along the I-25 corridor. The development has excellent vehicular access. Ideally located for maximum visibility to this well traveled corridor, it is also centrally located to major population areas. The land area as you move east is slightly elevated and enjoys spectacular views of the Colorado Rockies. The site is perfectly located west of Johnstown, south of Greeley and Fort Collins, east of Longmont and Loveland, and north of Denver.

The Villages @ Johnstown design criteria are enclosed in this Performance Standard Booklet. Other typical standards (such as road designs) are available from the Town of Johnstown. The development standards are based on collaborative characteristic design principles, sound recommendations, proposed features and requirements, and strategic land uses to achieve a desired objective for the Villages. Welcome to The Villages @ Johnstown.



VICINITY MAP

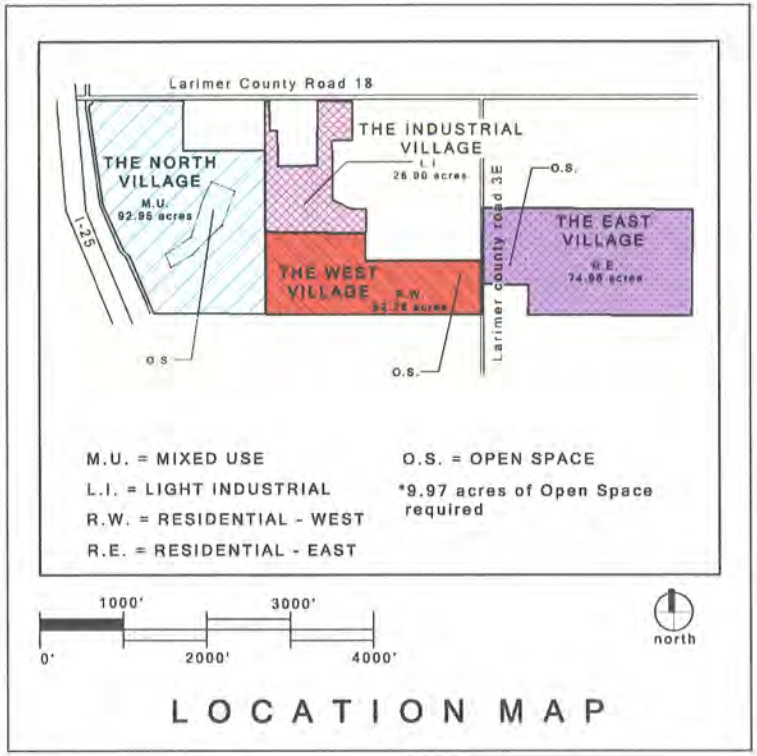
VILLAGES

B.1 MASTER PLAN FOR THE VILLAGES @ JOHNSTOWN

It is the intent that The Villages @ Johnstown Performance Standards be the standard for quality design for all land uses within the development. It is also the goal of the Performance Standards to allow professional planners, architects and designers as much flexibility within the general architectural aesthetics and quality standards intended. For example: the needs of the Mixed Use/Commercial/Retail will be very different from the needs of the Residential area and, therefore, flexibility in specific land uses, design requirements, and development approaches should be prescribed for each project. Each intended use has unique goals to collectively support the overall theme of The Villages @ Johnstown.

B.2 - 6

Within the annexed area, five (5) land uses have been identified, relating to the level of current planning studies, anticipated development schedules, and public/owner involvement in the planning process to date. The Villages @ Johnstown community has **THE NORTH VILLAGE** M.U./Mixed Use (commercial, retail, office) containing approximately 93 acres, adjoined to the west by **THE INDUSTRIAL VILLAGE** L.I. (small single user sites or allowed combined lots. To the south of the L.I. in **THE WEST VILLAGE** R.W.(Residential West) 53 acres includes higher density residential uses and several single lots for single family uses and to the east **THE EAST VILLAGE** R.E.(Residential East) with lower density residential made up of primarily single family residential mixed in with some higher density living on 75 acres. Open Space/Trail Corridor will be required throughout and each development will also be required to contribute their pro-rata share to the open space.



Note: Acreage listed above is approximate.

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C. PLANNING

New projects must be derived to improve The Village @ Johnstown. They must also be master planned to be easily assessable for first time users, year round users as well as originate and provide well-situated circulation to all modes of transportation. Designs must take into account all aspects of neighboring parcels, (existing or proposed), and traffic arterials. Proposals must respect the site's uniqueness. Common shared spaces may be created by the collection of buildings framing centers of activities, pockets of spaces, exterior rooms and other effective means to utilize space.

New developments should respect the indigenous amenities, natural features and the relationships of buildings to each other. All types of circulation must be well conceived. Building and properties values, aesthetics and Village goals must be maintained at all times. Grouping buildings to generate a sense of space or centers, human spaces, meeting areas and pedestrian enhanced centers, or sense of places is a driving force with in the Villages. Creating physical as well as visual connections between separate structures and sites are required to link the Village. Design for interaction within the Village is a driving force of the DRC. Develop sites to provide order and compatibility, and avoid confusing massing or stand-alone developments that don't relate to anything other than themselves. All proposals must respect wind direction, natural drainage ways, sun angles, and microclimate challenges.

C.1 SETBACKS

Provide a thoughtful plan with respect to building setbacks and incorporated pedestrian links along major and minor streets. Setbacks are established to ensure an ample distance for a pleasant and functional pedestrian and landscape setting between buildings, streets, and adjacent parking. These setbacks will also act as a planted buffer to screen automobiles, large paving areas, and service areas by means of a diverse array of planting materials.

Surrounding buildings with parking lots is not allowed, except in hardship cases or provisions for emergency vehicle routes of service. Therefore in these instances a comprehensive plan with a well conceived landscaped design must be submitted to the DRC for these hardship sites and/or for larger developments. In most cases locating buildings to shield automobiles from public view is encouraged.

Minimum Building Setbacks:

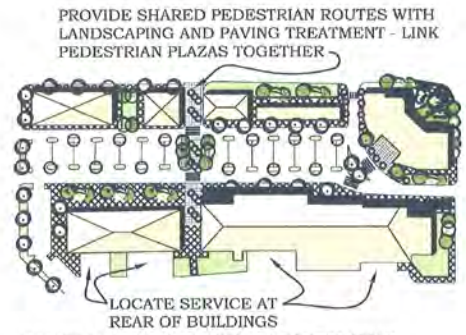
Freeway / Highways	80'
Major Arterial	30'
Major Collector	30'
Minor Arterial	20'
Minor Collector	20'
Front	20'
Side and Rear	10'
Adjacent to Residential	50'
Over 25,000 GSF	25'
Multi Residential	20'
Single Family	See page 28

Minimum Parking Setbacks:

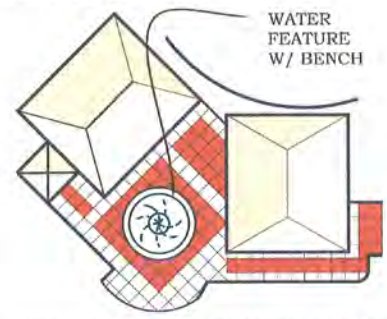
From all perimeter property lines or rights-of-way is 20' for front parking, 10' for side and 5' for rear property or lot lines. Parking setbacks shall be landscaped.

Setbacks Reductions:

Setbacks distances for minor arterial and major collector property lines can be reduced to 20' minimum provided an abundance of year-around foliage with winter color is utilized as an attractive buffering. Reduction is only allowed provided that pedestrian links are safely designed, to protect pedestrian by the use of raised planters, screen walls or other acceptable solutions and landscaping techniques.



LOCATE LARGE TRUCK SERVICE COURTS AWAY FROM PEDESTRIAN ACTIVITY



GROUP BUILDING TO CREATE CENTERS OF ACTIVITY - EXAMPLES: FOUNTAINS, PLAZAS, LANDSCAPING WITH SEATING AREAS, ETC.

The Villages @ Johnstown will accept zero lot lines, and reduced setbacks to "public spaces" based upon well conceived and comprehensive planning solutions.

CORNER SITE TRIANGLES TYP. 50' AT ARTERIAL STREETS AND 30' FOR COLLECTOR STREETS

Providing an abundance of pedestrian paths and trail connections will allow credits for reduced setbacks. Donating or granting land for approved open space and trails may reduce building setbacks by as much as 50% in commercial zones.

In all cases any reduction in setbacks must be approved by the DRC and the JRC.

C.2 USES, AMENITIES AND NON PERMITTED USES

Uses:

In general most uses are permitted within the Village. The mixed use of commercial and retail, light industrial and mixed use of residential densities allow for a wide range of uses and planning flexibility.

Amenities:

The Villages @ Johnstown's beautiful surroundings, such as the Colorado Rockies to the west, including onsite proposed ponds and park settings as well as the open spaces, are amenities enjoyed by all. Capturing vistas and creating built features to experience these amenities from streetscapes, plazas, exterior rooms, and buildings for all users will be encouraged.

All new developments are to protect natural and manifest manmade features in the overall concept for the Village.

Outdoor spaces, courtyards, sitting areas, ampthetaters, semi-private and public pedestrian amenities should be designed to be easily accessible. Include manmade and natural amenities into proposed concept and final construction documents. These amenities should be accessible for all users and are a very important aspect in the Villages.

Non Permitted Uses:

In any new development one can count on some undesirable uses.

Excluded uses in the Commercial and Light Industrial Villages are as follows:

- High hazard manufacturing
- Meat packing
- Dealerships for RV and Auto Sales
- Concrete Batch Plants
- Asphalt Batch Plants
- Packing Houses
- Foundries

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C.3 SITE COVERAGE

Landscape centers, plazas, trails and exterior rooms are intensely encouraged and will be a major feature of The Village @ Johnstown. These valued amenities will have an impact on structures, parking lots, and drive lanes and site plans. They naturally will regulate the guidelines for design and the following impact will be as follows:

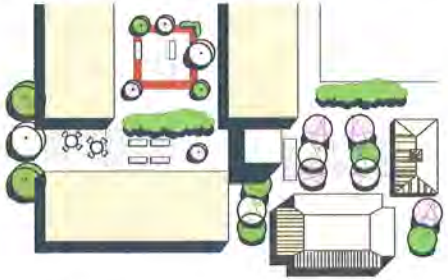
- The areas including "footprint" of buildings, asphalt and concrete paving and drive lanes of each parcel for the entire development can not exceed 75%. Light Industrial may be increased to 85%.
- Required open space for residential parcels is 30%. Open space includes streetscapes, hardscapes, plazas, fountain areas, ponds, and areas such as oversized sidewalks with bench seating and is pedestrian friendly. Larger developments may consider public land dedication to parks and open trails systems. Buildings with public "indoor spaces" may also be credited for these spaces and allowed to be considered part of the open space requirement if approved in advance by The Villages @ Johnstown DRC and JRC.
- Shared, adjacent or abutting open spaces with adjacent property owners will allow a reduction in setback requirements. See section C.2.
- 10% of all single family residential land will be required as land used for parks and recreation.

C.4 UTILITIES

Above ground utilities are generally unsightly. Utilities such as (but not limited to) rooftop units, miscellaneous electrical equipment, satellite dishes, transformers, communication antennas etc. must be screened from view. All sign transformers are to be hidden from public view and no exposed conduit is allowed.

Screen at all transformers, utility equipment and other utility cabinets from view from pedestrian views, building views, streets and adjacent property. Utilize green walls of densely placed plant materials or vertical screen walls that match building materials and finishes.

Truck courts service, delivery and storage docks are to be screened from pedestrian views including views from sidewalks, trails and public and private open plazas, streets and other amenities.



UTILIZE POCKETS OF EXTERIOR SPACE FOR OUTDOOR AMENITIES

It is required that all trash enclosures and screen walls match the primary building materials for individual sites. Wood screen walls for trash enclosures are not allowed. Landscaping should also be incorporated with all screen walls for an overall desirable effect.

C.5 WATER QUALITY

Water quality will be required within the Villages. Wherever possible, drainage collection systems must strive to be an amenity. Planting holding areas and designing rock scapes can be a feature to visually enjoy. Minimizing runoff and endangering parcels and land downstream is vital. Grouping detention areas and water quality ponds for regional collection is an amendable solution. Creating planted features such as shallow pools of cattails and indigenous grasses can beautify detention areas. Ditches, swells, low holding ponds, collection areas shall be planted to capture storm waters and provide a means for water quality treatment.

Locate water quality systems away from primary elements such as building or low level pedestrian areas and highly active modes of activities.

Design water collection systems (ponds) to simulate natural ponds in lieu of man made tanks or pits.

C.6 NON POTABLE IRRIGATION

Non potable water may be available to The North and Industrial Villages. Non potable irrigation systems may be utilized provided that such collection systems are approved by the DRC and JRC (and must follow current and applicable Colorado laws). Residential developments are also encouraged to capitalize on similar devices and methods for water conservation programs. In all cases low water landscaping and xeriscaping is encouraged for all development.

C.7 DESIREABLE DEVELOPMENTS

All development for new, refurbished and even demolished future buildings or land uses are required to be desirable additions to the Village. Here are some the requirements for desirable developments:

- Address all types of transportation systems including future projections for traffic related volumes.
- Provide roadways designs for initial phase and ultimate phase.
- Provide a safe network of systems that allow free movement by pedestrians vs. automobiles.
- Provide effective and safe access connections to major roadways.
- Provide warning signs and directional signs to aid all modes of transportation and pedestrians.
- Promote sustainable and green designs.
- Promote intelligent usage of water.
- Promote amenities and link amenities with in the Village.
- Promote the use of bicycles.
- Promote the concept of work, live and play all in one community.

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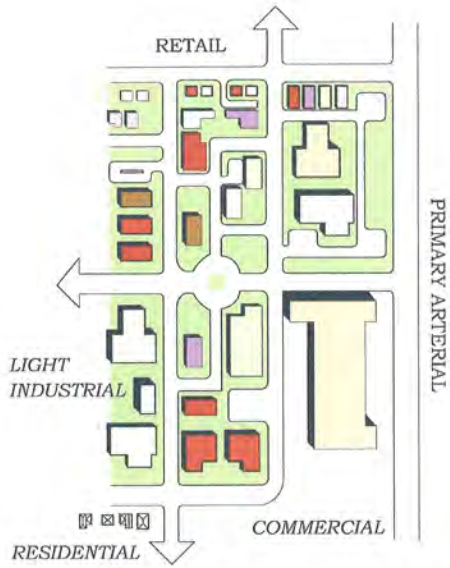
D. PARKING

The Villages @ Johnstown's arterial streets, collector streets, drive lanes, curb cuts and on-site vehicular circulation and parking designs are an important design element. This network of systems must be designed with safety as a principal design component. This network of systems comprised of bike trails, foot trails and sidewalk designs. Bicycles and pedestrians should be given priority in the overall design concepts of each individual site design.

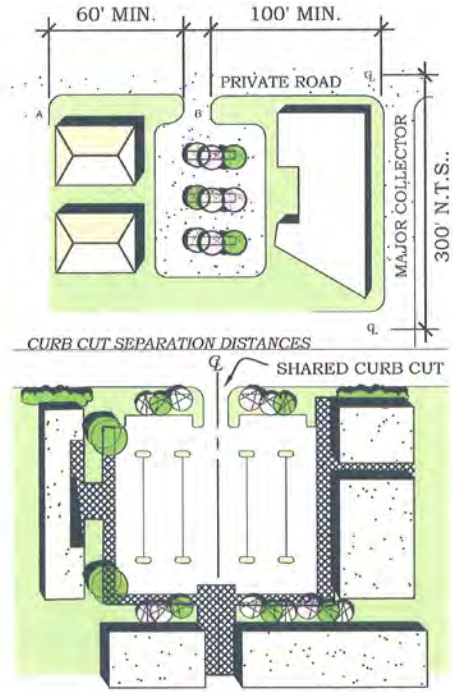
D.1 ACCESS

Designers must endorse the protection and welfare of the community. Parcels are encouraged to minimize the number of curb cuts to new developments from major roadways. Provide safe, clear and efficient service to each parcel and utilize safety methodologies. A comprehensive traffic analysis to demonstrate access and traffic impact analysis may be required.

Design elements including benches, plazas, water features, signs, brick paving, distinctive landscaping, rock walls, and featured lighting are to be incorporated into the concept of designs. Designs must be compatible within the Villages as a whole, including hardscape, rockscape and greenscapes in adjacent sites. Position curb cuts far enough apart to allow ample queuing, turning, deceleration and acceleration for vehicles. Develop adequate distances between curb cuts and corners for anticipated speed limits. The Village encourages common curb cuts between property owners with access easements and connecting pedestrian routes. Shared parking concepts, and emergency drive lanes are also encouraged. For shared entries develop clear lines of vision and crosswalk of colored paved walkways. Minimize conflicts where ever possible.



CONNECT EACH PARCEL WITH VEHICULAR AND PEDISTRIAN CONNECTION.



SHARED CURB CUT ENTRANCES AND BUILDING TO BUILDING CONNECTIONS ARE ENCOURAGED

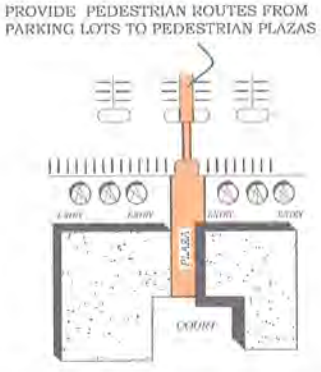
D.2 CIRCULATION

The network circulation flow must provide for a well-designed including all types of streets, lanes, trails and service roadways. A deliberate, protected, well-located network of systems is paramount. All criteria for mode systems must connect the Villages with peripheral land uses by paved roads and concrete sidewalks and/or walking and biking trails.

D.3 SERVICE, DELIVERY, EMERGENCY AND UTILITY ACCESS

Clearly marked routes for all access and services routes should be apparent and directional signage provided. Circulation for any facility should be safe with proper turning radius provided for fire trucks, ambulances, service trucks and delivery trucks. Inside and outside turning radius as well as bumper and trailer swing paths must be clearly understood and designed into the development. Shared access is an excellent and efficient method as well as aligning curb cuts with existing curb cuts across roadways. Screened service areas with building designs are encouraged. Wall screens and landscape screens may be provided to screen service areas and service doors from view.

USE BRICK PAVERS, RECESSED STONE AND COLORED CONCRETE IN PEDISTRIAN ROUTES AND DROP OFF AREAS.



ARRANGE PARKING AISLES AND PEDESTRIAN APPROACH PERPENDICULAR TO BUILDING ENTRANCES.

SCREEN SERVICE AND DELIVERY AREAS FROM PUBLIC VIEW AND STREETS. USE LANDSCAPING, SCREEN WALLS OR CONFIGURE BUILDING TO SCREEN THESE SERVICES.

D.4 PARKING LOTS

Parking lots must be designed to required number of spaces for the development's intended use or possible future use. All parking areas are to be surfaced with asphalt or concrete and screened to outside public. Trees and shrubs in "parking lot islands" are required for shading lots and areas set aside for snow stacking is encouraged.

Parking standard stalls are to be 9' wide by 18' long. In limited areas adjacent to appropriate landscaping, parking stalls may be reduced by 2'. Painted parking aisles perpendicular to buildings in lieu of parallel parking is encouraged. Link large parking areas with pedestrian walks. Connect paths to buildings as well as the primary trail system and perimeter sidewalks. Sidewalks should connect to transportation nodes, open space, parks and other pedestrian features. Cross walks should be of red color concrete paving with a 10" x 10" tooled pattern. Paths for pedestrians can be completed with seating, path lighting bollards, trellises, gazebos, playgrounds and other amenities. Divide parking areas which accommodate more than 105 vehicles into smaller grouped lots. Larger projects with more than 400 cars will not be held to the 105 cars formula, but will require a detailed parking scheme that demonstrates landscape designs and pedestrian amenities together with landscape earth berms to reduce the "sea of asphalt" parking lots. Use landscaping and other means to reduce the visual impact of large parking areas. Avoid travel lanes in parking lots in aligned configurations that encourage speeding and pose a danger to pedestrians.

Minimum Parking Ratios:
Required parking is based on the type of use provided. The following formulas for parking spaces per (round up to nearest whole number) gross square feet of area apply:

• Professional Offices	4 spaces/1000 GLF
• Showroom	2.5 spaces/1000 GLF
• Hotel or Motel	1 space/guest room plus 1 space/2 employees
• Retail Uses	5 spaces/1000 GLF
• Theaters and Restaurants	1 space/3 seats
• Warehouse	1 space per employee per shift
• Single Family	2 space per unit
• Townhomes	1.5 spaces per unit
• Condo	1.5 spaces per unit

Larger projects over 100,000 square feet may use a compact stall size of 8.5' x 15' with compact not to exceed 30% of the total parking count. The DRC and JRC may allow reduced parking requirements with share parking concepts. For projects over 200,000 gross square feet the ratio vs. compacts to standard may be increased to 40%. Because there is an extraordinary high degree of larger vehicles on the road today (SUVs, pickups etc.) wherever possible standard stalls spaces of 9' W. x 18' L. are encouraged. Shared parking and other parking reduction solutions are encouraged, i.e., shared parking concepts, off hour/offset hours concepts, etc.

Parking spaces for the disabled in accordance with ADA is required. Provide handicap routes with tactile warnings.

D.5 PARKING STRUCTURES

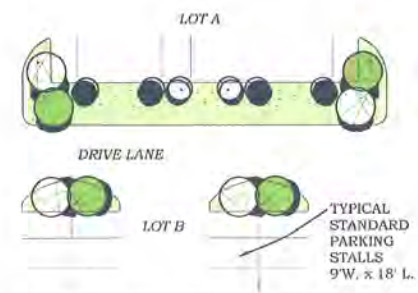
Underground structures and parking below buildings is an acceptable means of parking in the Villages. For above ground and free standing garages it is encouraged to provide "open garages". To secure (if required) the garages must use green vinyl coated diamond wire mesh. Provide area wells and open garages with light wells for natural light and possible plant materials on or inside garages. Enclosed secure garages will require ventilation systems as well as fire suppression assemblies. All parking structures exposed to view must match adjoining building finishes or be approved by the DRC and JRC

. Garages may lessen land consumption, but in all cases where a parking structure is anticipated they may not encumber adjacent parcels. The visual impact of such structures will need to be carefully orchestrated in the overall design and corridor views from other developments must not be hindered.

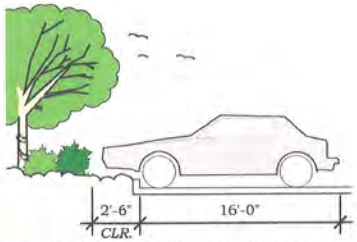
Above ground garages and parking structures will be held to the same design and performance standards which pertain to buildings. Linking free standing parking structures to buildings also must meet performance standards as it pertains to pedestrian paths, landscaping and safety.

D.6 FUTURE PARKING

Allowing for parking phasing (for successfully growing and thriving developments) may be a necessity. In these cases the DRC and JRC will require a master planning and phasing plan. Implementing construction in the field must not disrupt existing day-to-day operations for the user as well as the community. While phasing is a normal device to plan growth, minimizing the impact to a development must be truly thought out prior to any improvements.



SEPARATING PARKING LOTS WITH LANDSCAPING TREATMENT.

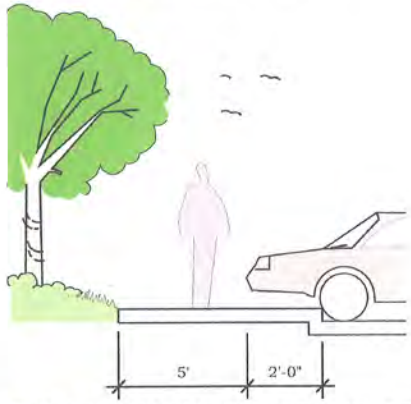


WHEN A PARKING SPACE CONNECTS TO LANDSCAPED AREAS, THE PARKING SPACE LENGTH MAY BE REDUCED BY 2'- 0".

D.7 MOTORCYCLE PARKING

Motorcycle parking may be provided in each development and can reduce parking standard stall requirement. For every two motorcycle parking stalls one car stall may be reduced by 5%. Example: for every 100 standard sized parking stalls 5 stalls may be omitted provided 10 motorcycle stalls are utilized. Clearly sign motorcycle areas and paint stripe motorcycle parking stalls. Sign must indicate such stalls as "motorcycles parking only". Place concrete slabs not to exceed 2% in these motorcycle parking areas.

Boat and RV parking is permitted in the East and West Villages provided that they are housed in a garage or other structure.



SIDEWALK WIDTHS SHOULD BE INCREASED BY 2'-0" WHERE ADJACENT TO HEAD-IN-STALLS.

EXAMPLE OF A MEDICAL OFFICE BUILDING

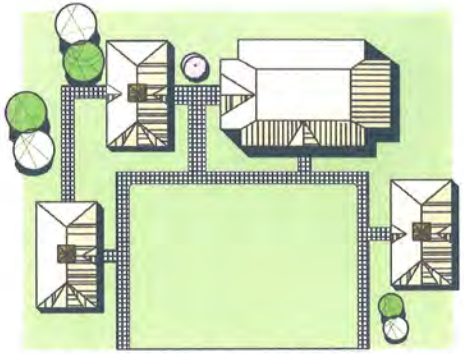
E. PEDESTRIANS

E.1 PEDESTRIAN CIRCULATION

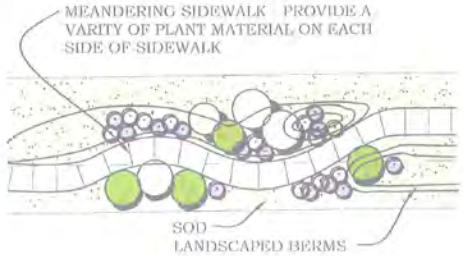
Walkways, trails and bicycle routes should be designed to create pleasant experiences in the Villages. Bike parking and path routes should be established to develop a network of accessible, safe and pleasing experience for users to all modes of transportation in the Villages.

Separation of well defined pedestrian and vehicle routes with landscaping buffers, walls, planters, bollards and other means to protect the public is mandatory. Defining areas of pedestrian and bicycle/vehicle interface with accent colored concrete and differentiating zones with changing of paving surfaces is a useful means of minimizing conflicts. Other safety measures to protect the public including useful signage, low plant materials (in sight triangles), signaled devices and warning

PROVIDE OVERSIZED SIDEWALKS AT FRONT END PARKING – MIN. 7' WIDE.



PLACE SIDEWALKS TO LINK AREAS OF PEDESTRIAN TRAVEL.



MEANDERING SIDEWALKS - TYPICAL AT STREET SIDE

Design passageways and routes by linking nodes of origin and destination. Connect buildings to buildings, buildings to drop off zones and pick up zones. Locate pedestrian routes in sunny areas and not in areas that will continue to be an icy problem during winter months. Design sidewalks to be a minimum of 5' wide and detached from all streets by providing a 6' wide (minimum) landscaped planting zone. Design designated drop-off areas outside of the traffic flows. Install 7' wide sidewalks at front end parking to accommodate "car nosing".

E.2 PEDESTRIAN CONNECTIONS THROUGH PARKING LOTS

Bicycle and pedestrian paths thru private parking lots must be separated from automobiles. Separation of the car and human is a primary safety requirement through out the Villages. Sidewalks must clearly define pedestrian paths from parking zones to building entry. All efforts to reduce interfacing of automobile and the pedestrian traffic must be considered. Try to avoid pedestrians interacting with service areas and traffic zones. Clearly separate vehicles of all kinds from the pedestrian as much as possible.

E.3 THE DISABLED

The Villages must be accessible by all users. ADA standards will be in full effect and it is up to each development to meet these standards. Contact the International Code Council for the latest edition for ADA requirements and amendments. Provide parking for the disabled immediately adjacent to entrances. All aspects of the ADA are required and a written letter to the DRC is mandatory at the conclusion of construction verifying that ADA conformance has been met.

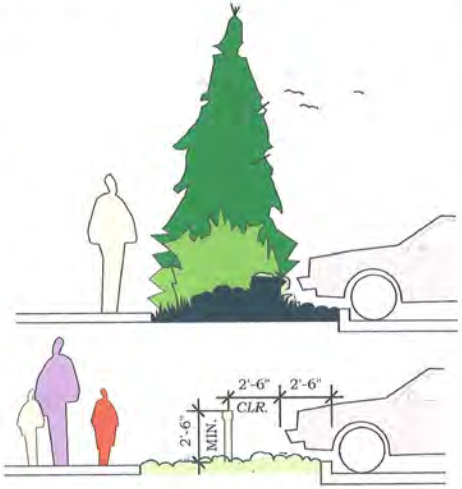
E.4 VEHICULAR SEPARATION

Separate automobiles, motorcycles and truck traffic from pedestrians and bike paths whenever possible. If necessary, use site walls, earth berms and landscape features as tools to distinguish clear paths and routes. These devices, while necessary, should also be architecturally pleasing and designed as an asset to the Villages. Other devices may include raised curbs and walkways, masonry walls, bollards, control gates and operable gates with card readers. When applying these instruments of separation utilize materials that will complement building materials and meet the overall concept implemented in the development. For example, site benches that are similar or match color and style with trash receptacle, signage or pedestrian light bollards. Design walkways that include safety features such as bike racks with adequate dismounting space or barriers such as raised planters to define path or seating areas located strategically to prevent someone from jaywalking or taking a dangerous shortcut.

PROVIDE HANDICAP AND DIRECT ROUTES TO BUILDING ENTRANCES

PROVIDE MEANDERING SIDWALKS AT PERIMETER OF SITE.

PROVIDE LANDSCAPING BETWEEN PARKING AND BUILDINGS.



SCREEN PARKING LOTS AT PERIMETER OF SITES W/ LOW WALLS OR LANDSCAPE SCREENING.

E.5 BICYCLE ROUTES AND BICYCLE PARKING

The Villages endorse all primary and secondary modes of transportation. All developments are required to identify bike routes and to provide bike routes that are functional, easy to use, pleasurable, and sufficient for all users of the Villages. Bike routes are required to connect all aspects of the Villages together and allow users to work and play in the same community. Routes are required at a minimum at both side of all public arterial streets and interconnect the community as well as the future communities at the Villages perimeter. No bike paths are allowed within 200 feet of the I-25 right-of-way. Neighborhood trails must also be connected with parks, businesses, residential developments and Village amenities. Provide meandering routes away from streets that inter-mingle with interior green spaces, water features and resting areas. Each project must connect and utilize origin and destination routes to advance the "live and work" community concept. Each development will be required to provide near-road and off-road bikeways and sidewalks as needed to maintain continuity and connection of the community regional system.

One bicycle space is required for every 30 vehicle parking spaces. Round up fractions to the nearest whole number. Bike racks must be located near major points of building entries and provided at points of interest such as water features, resting areas etc. Buildings over 100,000 G.S.F. will be allowed to reduce this requirement by 25% and buildings over 300,000 G.S.F. will be allowed a 50% reduction. Bicycle parking must be located in concrete paved areas not to exceed 2% slopes and racks must be pre-finished "U" style and secure to the ground.

F. TRANSPORTATION

The Villages @ Johnstown is ideally located adjacent to the heavily traveled Interstate 25 corridor.. This Interstate is the most traveled corridor in the Rocky Mountain region. Thousands of people travel Interstate 25 everyday day. Other major roads and connecting routes make the Villages location ideal. These transit users are a mix of services, professionals, visitors and locals flooding this corridor. This development will encourage a community well connected within its borders as well as having exceptional access and connections to the world around them.

The Villages @ Johnstown is intended as a community which one can live, work and play. Through the cooperative effort of the developer, residents, the Town of Johnstown, the DRC the Villages can strive to support a self sufficient community. The Villages will be a community in which you can live and be within the reach of other cities, the lively I-25 corridors of nearby businesses, shops and the connecting residential communities.

F.1 TRANSPORTATION DESIGN

All parcels and uses within The Villages @ Johnstown will be united by new and future transportation systems. A network of linking transportation systems has been prescribed and is proposed as integral elements in the Villages. All arterial and collector streets are planned to benefit the largest to the smallest of vehicles as well as transit related vehicles within the Villages.

F.2 STREETS

Arterial streets in and around the Villages must meet the Town Transportation Plan specification and be built for the "initial phase" and "ultimate phase". All roads must be designed to accommodate emergency vehicle access.

Emergency vehicles must be able to service the development freely without obstructions. Overhead clearance for bridges must meet State and Federal requirements. Canopies, roof overhangs servicing drive-thrus and porte cocheres may be lowered to 12' minimum provided no service utilities are proposed beneath them, otherwise the will be required to meet all code, zoning and judicial requirements.

G. ARCHITECTURAL

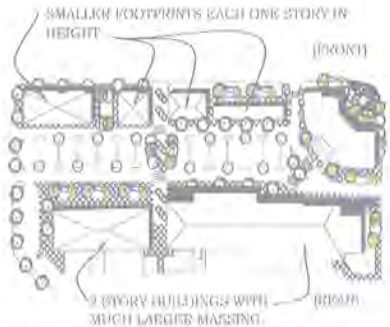
The primary purpose of the Performance Standards is to establish and put into effect a "road map" for a promising community along the Interstate 25 corridor. Promoting and identifying the Villages as a community along the Interstate 25 corridor that will demonstrate forethought, a sense of charm and an achievement that all landowners will thrive within. The standards are to provide meaningful as well as flexible design solutions and to develop the Villages as a thriving center. The Villages will develop over time and architectural solutions play a keystone role in the communal development. Thus, all architectural designs are subject to DRC and JRC approval.

The Performance Standards will set the guidelines for the North, West, East and Industrial Villages. All proposed uses including but not limited to offices, professional campuses, multi-tenant, low rise and mid rise buildings, motels, retail, recreation, light industrial, storage, multifamily and single family uses.

G.1 MASSING AND COMPATIBILITY

Each structure ideally must relate to each other and be harmonious with adjacent structures. This being the case, the Villages also encourages individuality, thus incorporate thoughtful sophisticated massing, scale and respect adjacent massing relationships. Buildings should be designed to invite a look inside. Single family development is encouraged to not be similar, but to appear as individual stand-alone structures. Primarily this will be true for custom homes but encouraged with tract style developments as much as possible. High density housing developments must be designed to be sensitive to adjacent property owners as well as provide a scale friendly to occupants and view corridors.

Set footprints so structures maintain preferred views for future and proposed buildings. Position structures in groups to create usable and functional gathering spaces, plazas, courts, etc. Place entries and courts to maximize their solar orientation and effectiveness. Address topography and natural site conditions with useful massing such as walkout basements, sub-terrain levels and stepped building foundations. Provide desirable design features and use forms that provide shade and shadow lines as well as introduce creative massing, a sense of dimensionality and building up of forms. Embrace architectural compatibility as it relates to neighboring structure setbacks, landscaping, orientation, massing, details, features, textures and color, fenestration, height, parking schemes, shapes and building materials.



LOCATE BUILDINGS OF SIMILAR MASSING AND MATERIALS TOGETHER.

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G.2 ALLOWABLE HEIGHTS

Allowable heights throughout The Villages @ Johnstown may vary within the development, however, each building, structure or manmade element must address solutions that respect and relate to the "human scale". Structures must have an "architectural order" to stand alone accompanied with well thought-out consideration to adjacent sites. The Villages would like to extend a latitude of creativity however if this order is not an acceptable solution by the DRC and JRC then a general order of "top, middle and base" or a well defined composition and balanced solution will be enforced. Structures should always be grounded and have a mass to the base of a structure softened by landscaping and people spaces. Heights are anticipated to fluctuate thus, buildings over four stories must complete shadow studies and site analysis of impacting shading and shadow ground profiles.

Structures adjacent to open spaces may take advantage of natural sunlight and air. Buildings must make every attempt to un-obstructed views to the Front Range to adjacent projects and respect view corridors. Designers must have a grasp of prevailing winds and the impact of wind on designs such as vestibule door operations, tunneling wind effects, lateral wind loads on fenestration, awnings and roof uplifting. Buildings heights can also be impacted by topography and may necessitate walk out levels in lieu of with expensive earth retaining walls. Designs may encourage relationship, compatibility, transitioning, clustering and building up of massing as it pertains to individual as well as groups of buildings in the area.

In general, use the following maximum building heights:

- High Tech Research & Development: 6 stories
- Corporate Campus: 12 stories
- Corporate Offices: 10 stories
- Professional Offices: 7 stories
- Light Manufacturing: 2 stories
- Aviation and Distribution: 2 stories
- Commercial/Retail/Hotel: 13 stories
- Multi-Family Residential 6 stories
- Transit Stations 8 stories
- Single-Family Residential 3 stories

PROVIDE BUILDINGS OF INTEREST WITH ROOF FORMS, MASSING OR A VARIETY OF BUILDING MATERIALS.

PROVIDE A VARIETY OF ROOF FORMS.

G.3 FORMS

Fit architectural forms and selected materials to the natural topography. Buildings must be designed as a balanced composition with forms and elements compatible to humans as they experience the buildings and spaces created. Neither symmetrical nor asymmetrical buildings are discouraged however buildings must have a "sense of balance" as it pertains to form, massing, materials selection, and color. Elevations with a consistent spacing of columns, punched openings, loggias, engaged wall elements that relate to passing vehicles and pedestrians is an acceptable solution to address scale at grade. The proposed facilities are expected to boost the ambiance of the Villages. Simple elegant detailing and design solutions will enhance the community and be an asset to the Town. Celebrating architectural elements and utilize features that lift the human experience.

The pedestrian experience near the base of building as well as the approach to the building is worthy of study. Pedestrians are drawn to elements that express entry or comfortably suggest direction of path, assist the user in defining areas of use that "speak" and relate to the pedestrian. Building mass should attempt to achieve a relationship with the human scale by transitioning down forms and providing warm colors and variations of texture. The building up of landscaping color, texture and shapes can also make the pedestrian experience more pleasing. Use roof elements to shelter the pedestrian and auto passenger at drop off points. These roof elements at grade levels can be an excellent device to reduce scale at the human level.

If possible provide compositional balanced facades on building by means of expressing their structural elements. Breaking down large massive walls with relief, recessed or applied functional architectural elements diminishes massive facade expanses, which for the human, large plain elements can be uncomfortable as well as unsightly. Massing should be reduced to increments of 40' -50' L.F. maximum (or less) both in height and width as a general rule.

Provide a variety of architectural treatment in an effort to reduce large massive forms. At the lower levels introduce trellises, arches, engaged wall columns, arcades, canopies, and upscale detailing. Single story buildings over 100,000 GSF will be allowed larger wall surfaces if landscaping materials or other architectural devices are used to soften the massing. However avoid blank walls where ever possible. If unavoidable place them at rear of developments away form public views.

EXAMPLE OF RETAIL

G.4 ROOFS

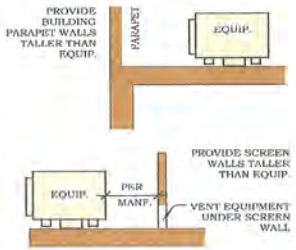
Roofs are an important design element to the inclusive appearance for the Villages. Each development must make an attempt to introduce an assortment of diverse roof forms with in the Villages. Parcels must also consider the vantage and view points of other parcels. Views from taller surrounding buildings looking down on roof forms should enjoy roof forms without unsightly straps, rods, and kickers or false façades and fake roof elements.

Blending of massing, pitch and directions on buildings create a "roofscape". Parapet and roof forms that are flat, without undulation or change in elevation are discouraged. A diversified mix and change of roof elevations provide relief to an otherwise plain and ordinary solution. Mingle scale, line, volume and fuse forms to create individual characteristics to each new development. Exposed flat roofs are not encouraged. When implementing flat roofs, mask them with attached elements such as awnings, dormers, oversized parapets with curves or stepping of facades and cornices. Construction materials must be of a durable quality. Utilize natural stone roof tiles, clay tiles, and concrete tile with pre-finished standing-seam, copper, synthetic cedar shingles. Incorporate a variety roof forms and roof materials, parapets and screen all rooftop equipment. Capitalize on roof slopes, pitch, and roof cavities to conceal rooftop equipment. Provide decorative and innovative screens to shield equipment and match screen materials to primary building façade materials. Exploit roof forms for features establishing entry or vehicular drop-off zones. Use such roof elements for pedestrian protection from the elements interlaced with columns, arches, trellises, service protection etc. There are many roof shapes and styles such as mansard, pyramid, gabled, gambrel, arched or asymmetrical. Provide protection from the sun in play areas, public pick-up and drop-off zones and rest areas. Architectural detailing including finials, cornices, barge boards, brackets and snow guard standards are also encouraged.

G.5 MATERIALS AND COLORS

All materials are to be long lasting and manufactured of sound quality or generally of enduring materials. Complementing palettes of textures, finishes, colors and materials must meet the highest of aesthetic standards and must be approved by the DRC and JRC. Submittal of material boards and colored renderings will be the norm for all development. Warm, welcoming materials are encouraged. Individual architectural schemes are encourage in the Village. Each proposal will be reviewed on a case-by-case basis. It's been said that there is no such thing as bad colors only bad combinations of color. When it comes to color, preferences are intensely personal and passionate. Each color palette will be reviewed on a case by case basis.

CREATE BUILDINGS THAT HAVE A SENSE OF HUMAN SCALE.



PROVIDE STONE, OR BRICK AT BASE OF ALL BUILDINGS

Construction material allowed:

- Brick
- Stone
- Textured concrete
- Masonry block
- Wood is only appropriate in limited detailing and must be weather treated.
- Stucco with a high degree of detail is allowed above stone or brick wainscot and may not be more than 60 % of any building
- Pre-cast and site cast concrete with relief detailing is allowed provided other materials such as stone, slate, or brick are used in combination with concrete. Brick mixed with cmu masonry or stone is encouraged.
- Fabricated metal frame buildings provided they are "skinned" with a mixture of veneer materials listed above are allowed provided they are approved by the DRC and JRC.
- High quality metal skins such as "Alucabond" (or similar systems) as trim or special features are allowed but must be pre-approved by DRC and JRC.

Select materials that reduce glare and do not use materials that will provide "hot spots" or oil canning. No mirrors, reflective glass or snow white colors are allowed. The Villages encourages the use of indigenous materials such as natural stone and masonry materials on the base as a wainscot to the buildings in order to architecturally anchor them to the ground and prevent unsightly splash up of rain and moisture. Maximize the use of low or no maintenance building materials. Select materials that will stand the test of time.

Color is encouraged in the Villages but must be tastefully interjected into projects. The use of color and the choice of the applicant to provide bright or primary color is subjective. DRC and JRC approval must be given to proceed from the preliminary phase and a colored rendering will be required to present "color proposals". It is a much riskier approach to design but innovation and creative solutions are encouraged and acceptable. Subdued or muted colors are much more acceptable by the public and are the norm. Warm palettes with indigenous materials are recommended.

G.6 ENTRANCES

Entry must be visually identified for any first time user. Primary elements or points of entry are encouraged to stand out or be celebrated by architectural features. Entrances must be visible to users from streets, approaching drive lanes and pedestrian paths. Entrances are encouraged to be protected by "cover" and be provided with an air lock or vestibules for commercial development. Identifying entry with signage, roof forms or architectural expression aids the user.

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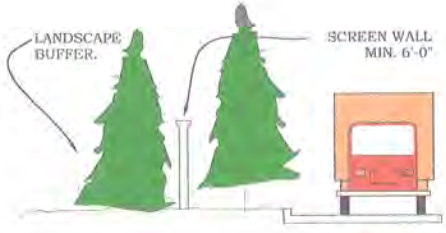
G.7 SERVICE AREAS

Truck courts, loading, outside storage and all service areas must be screened from public view. Screening may be of structurally designed screen walls, landscaping and/or building configuration or clustering of buildings, that by smart design, screen service areas from view. Locate service and trash pick up areas near service roads and minimize service interface with the public, pedestrians, parking areas and drive lanes. Screen walls must be softened by landscaping buffer zones and plant materials that will reduce the visual impact of these walls. Minimize the impact of service areas with neighboring buildings and views from these buildings into the service area.



SERVICE AND TRASH ENCLOSURES MUST HAVE SCREEN WALLS WITH LANDSCAPING.

When using landscaping for visual buffers provide the correct density of planting materials and layering to adequately screen desired areas. Understanding short and long term performances, seasonal and plant material life expectancy will unsure screening effectiveness.

G.8 CONSERVATION

All new development must make an effort to conserve energy, resources and be sustainable. Being "green" is encouraged in the Villages. Interfacing designs with passive and/or active solar designs is intelligent design. Employ site orientation, natural site factors and microclimate analysis and understanding for any new development. These collective influences will maximize the use of solar gain for energy savings. Respect green and sustainable solutions to benefit everyone.

Possible concepts to be considered shall include, but are not limited to the following:

- Solar orientation
- Natural sunlight and day lighting
- Energy conservation
- Water conservation
- Passive design solutions
- Active design solutions
- Sun shading devices
- Microclimate factors
- Sustainable building materials
- Natural materials
- Recycled materials
- Building insulation
- Natural ventilation and smart technology
- Airtight building skins
- Glass shading coefficient
- Energy saving and smart technologies
- Grey water systems
- Recycled materials

H. LANDSCAPING

H.1 GENERAL

All landscaping is to be coordinated through out The Villages @ Johnstown. Consistent plant material and themes will be implemented from one property to the next. Harmonization of landscape design within the Villages including commercial, single family residential, and larger, multi-parcel projects is crucial for creating a consistent, high-quality ambiance. A unified landscape plan creates a cohesive design development and creates a pleasant experience within the boundaries of this new development. While unity is encouraged, individuality can still flourish to a degree. Individual landscape treatments for sites must complement adjacent sites, streetscapes and encourage distinctive settings.

The minimum landscape area required for within each building site is 20%. Landscaping must always be in compliance with landscaping standards and specifications available from Johnstown.

Landscaping must be included for all new commercial and residential developments. Landscaping is required to:

- Enhance the Villages
- Provide pleasant colorful settings
- Define spaces
- Provide color and foliage
- Visually "soften" parking lots
- Improve the pedestrian experience
- Provide "Green screens"
- Provide scale and massing
- Beautify "hardscapes"
- Define paths
- Provide separation
- Reduce heat and provide shade

For all plant material concepts incorporate low water usage and conservation measures. Include indigenous and diminutive water consumption materials.

CREATE ENTRY PLAZAS WITH LANDCAPING

H.2 LANDSCAPING STREETSCAPES

Streets within The Villages @ Johnstown shall be accompanied with landscaped boundary. These integrated green zones should be used at collector and arterial streets, intersections, monument signs, ground mounted signs, entries, and parks. Plant species, grouping, spacing, and height similarity must be a forwarding theme in the Villages. Open space, parks and amenities should be visual landscaped amenities and very much of the overall Villages concept. A variety of "sub themes" and experiences can be sought to claim individuality but caution should be taken that these concepts do not override the overall landscape character of the system working as a whole. In all cases grading and material selection must perform together to create a variety of experiences.

Streets should have trees planted in compliance with Johnstown landscape standards. All medians should be planted with trees and flowering perennials consisting of low shrubs, grasses and ground cover. Streets and roadways must have a flowing scheme that is in harmony with the Villages theme.

Detached and meandering sidewalks will be the standard throughout the Villages. Sidewalks are required to link every building, park, amenity, feature and the like. In addition to trees provide a variety of flowerbeds, perennials, mulch, rockscapes, ground cover and grasses.

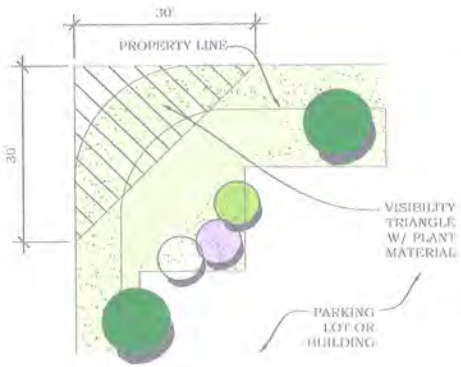
Attached walks are discouraged. They are only allowed at transitions between streets, pedestrian crosswalks and/or attached to plazas or entries to buildings.

Sidewalks near streets must embrace a combination of manicured and natural landscape beds. At primary entrances, signed medians and signed curb cuts, place a manicured flowering bed that enhances signage without blocking sign text or creating hazardous conditions. Landscaping should be low to the earth and not exceed 30" in height. In all cases landscaping should frame and aid in the focus for signed elements.

At primary entries designers are encouraged to provide an abundant level of plant materials which will provide color and texture throughout the year. Provide a "building up or structured massing" of landscape forms low to high or a balanced assortment of plant material which enhances the experience of pedestrians entering a building or exterior space. Provide landscaping pockets at entries and ground mounted project identification signage. Landscape along the peripheral edge and bend with adjacent sites. Install a minimum of four types (or categories) of landscaping materials. Build up of scale and massing. Integrate the plant design with the entry sign and pedestrian path. Plantings should frame or provide a visual base for the signs and path. Sight triangles are necessary at every corner. Low plantings in the site triangle are required. Along private streets sight triangles are required at a min of 30'; at major or public streets site triangles are required to be 50'.

Sight lines must be unobstructed with low, mature plant materials no higher than 30" or provide trees with canopies that begin at 8' above roadway paving.

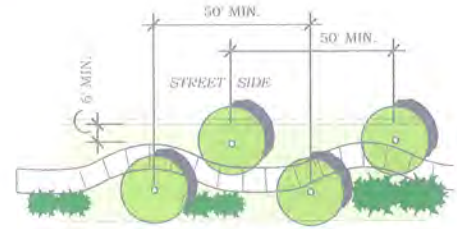
Sidewalks are required to be 10' wide and 6" deep of reinforced concrete at all arterial streets. Most other sidewalks will be required to be five feet to eight feet wide and no sidewalk will be allowed less than five feet wide.



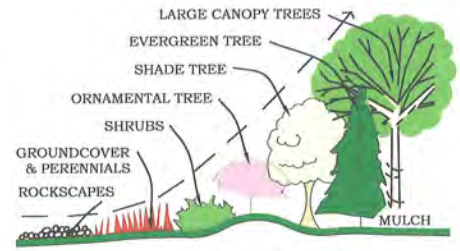
PAVING AREAS LOWER THAN PERIPHERAL ROADWAYS.

EXAMPLE OF STONE RETAINING WALL.

INVERTED 'U' STYLE BIKE RACK USED FOR AN ASSORTMENT OF BIKE TYPES AND SIZES.



TYPICAL TREE SPACING ALONG STREETS



UTILIZE AN ASSORTMENT OF PLANT MATERIALS AND A "BUILDING UP" OF PLANT MATERIALS. SHOWN ARE TYPES OR "CATEGORIES" OF LANDSCAPING.

H.3 PARKING LOT LANDSCAPING

Disperse landscaping in parking lots which will break up the "sea of paving" and provide welcome shade. This landscaping will also break up the massing that parking areas ultimately create. Properly landscaped, parking lots can help reduce heat and provide some visually serenity. The parking at The Villages @ Johnstown must be designed and orchestrated to have a sense of continuity from one parcel to the next.

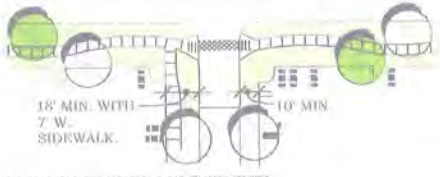
Where possible provide landscape berms at perimeter streets vs. parking lots. If not possible provide low screen walls or "screen walls of landscaping". All developments are required to screen parked vehicles from public view. Developments are to encourage views to the architectural elements in lieu of paved seas of asphalt and parked vehicles. If grading permits, place interior paved areas lower than peripheral roadways.

Rows of parking may not exceed 15 spaces. Each 15 spaces require a minimum of one tree. The trees must be in landscape islands with curb and gutter not part of the perimeter zone. Each island is to be planted with an additional six low scrubs with ground cover. Wherever 15 spaces face each other (in parallel) the island must double the formula for planted materials and must be a minimum of 10' W. x 36' L. Also utilize these islands with raised sidewalks with pedestrian connections. Islands are required to be 10' wide and in the event sidewalks are located within a landscape island will be required to be 18' wide . Utilize landscaped islands and medians to improve pedestrian circulation, shading and breaking up constant rows of parking.

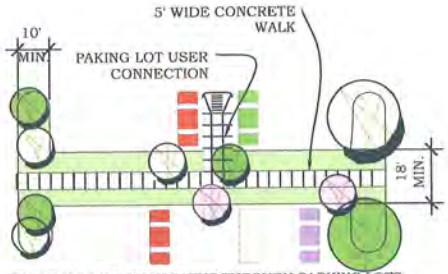
Incorporate 5' minimum wide sidewalks in strip islands with planting bed, ground cover and sod on each side of walk. For shared drive lanes, curb cuts and shared points of access provide a minimum of a 9' wide landscape zone without sidewalk and 12' – 18' with sidewalk.

Landscape berms and medians that interface with car overhangs must utilize plant materials that will not mature above 6" high. Sidewalks that are integral with curb and gutter are required to be a minimum of 7' W. Plant blooming species with changing color adjacent to pedestrian walkways. Where medians do not have sidewalks, the medians may be reduced to 10' W. with sidewalk, medians are required to be 18' W. Wherever possible landscape slopes between parking or on adjacent hillside must not to exceed 3:1.

LANDSCAPE BETWEEN ALL DISSIMILAR USES.



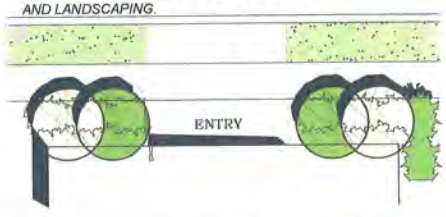
LANDSCAPE BUFFERS AT CURB CUTS



PROVIDE PEDESTRIAN PATHS THROUGH PARKING LOTS. LANDSCAPE EACH SIDE OF SIDEWALKS AND PROVIDE AUTOMOBILE USER CONNECTION TO 5' W. SIDEWALK.

LOCATE PLANT MATERIAL WHICH GROWS 6" OR HIGHER 30" BACK FROM CURB TO PROTECT LANDSCAPING FROM VEHICLE DAMAGE.

EXAMPLE OF AN INDUSTRIAL BUILDING AND LANDSCAPING.



PROVIDE LANDSCAPING BETWEEN BUILDINGINGS AND SIDEWALKS AS MUCH AS POSSIBLE

USE SCREEN WALLS, RAISED PLANTERS OR OTHER DEVISES TO PROTECT LANDSCAPING FROM PEDESTRIANS AND AUTOMOBILES.

IN HARDSCAPES ADJACENT TO BUILINGS USE TREE GRATES AND POTTED PLANTS

H.4 LANDSCAPING TRANSITIONS

Landscape "zones" between dissimilar uses and "visual landscape buffers" between similar uses are necessary buffers for the Villages. Compatible plant material can accomplish visual transitions and lessen potential differentiation between dissimilar uses.

For landscaping between dissimilar uses include any change in occupancy, use or zoning between buildings or parcels. (Example would be a retail building abutting an office building or industrial building abutting an office building, etc.) In these cases between buildings (doesn't include parking lots) provide a minimum of a 30' wide planting strip incorporating a 3' high berm containing a minimum of 1 tree for every 20 lineal feet of property line or a 3' high landscape screen that will retain winter color and incorporating dense mixture of deciduous and evergreen shrubs. Another option would be to provide 6' H. fence in combination with landscape. Interface stone or brick columns at 100' O.C. Column materials should match the architectural elements in near by buildings an 40% of the fence must be covered or infronted with landscape. Fences can not exceed 50% of the cumulative length of a parcel's boundary.

Landscaping between similar uses, provide a minimum 15' wide "zone" containing 1 tree for every 30 lineal feet of property line and a landscaping screen hedge that includes a combination of evergreens and deciduous materials an average of 3' H.

H.5 LANDSCAPE WATER CONSERVATION

All landscaping concepts should endeavor to conserve water usage. Landscape zones operating irrigation methods must take advantage of water conservation techniques by implementing low water management, sensors and selective plant species and non potable irrigation water systems.

Landscape architects should design planting strategies to minimize irrigation demands. Group analogous mixtures of low water demanding indigenous and native materials away from primary entries and heavily used pedestrian areas. Species must be disease and drought resistant. Minimize ground covers (and plant materials) that require excessive water. Integrate mulched zones and beds of plant materials which assist and limit excessive drying out. Prepare earth and planning beds to improve water absorption and to safeguard against moisture depletion.

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H.6 LANDSCAPE STANDARDS

Mass or align plant species for visual interest. It is discouraged to plant individual plants that stand alone or do not associate with other plant materials. Concepts for landscape themes should harmonize and enhance thus providing visual interest to architectural schemes. The planning schemes should accessorize, balance and complete a development.

Landscape development within The Villages @ Johnstown should fall into one of the following zones:

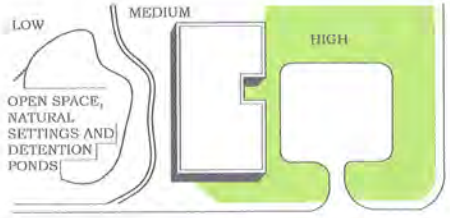
Zone One: Located at primary pedestrian plazas, walks, entry, sitting areas and primary vehicular access points. This zone requires a high degree of maintenance, watering, decorative schemes utilizing an assortment of species and variety of materials including perennials and annuals with a maintenance program.

Zone Two: Located at perimeter of property along streets, drive lanes and secondary entries. This zone will require less maintenance, water and "common" plant materials. Plants and grasses requiring less care and a generally larger species (but are not limited to larger species).

Zone Three: This area is located in susceptible areas near waterways, ponds and open natural settings. Typically open fields, meadows, wetlands, earth foot trails and undisturbed areas. Deliberate attention must me taken in plant selection and materials for these areas. Select species of plants which endure seasonal changes and provide diversity and seasonal blooming activity. Carefully place plants which are in visible areas to maximize interest and/or to alleviate erosion. Include a variety of wood and rock mulched to minimize erosion. Enhance the pedestrian experience and provide a setting for the distant passing vehicle.

H.7 MAINTENANCE

All owners, developers, and landlords are responsible for maintenance year round. All landscaping must be vibrant, hearty and vigorous and in a healthy state. Materials that have been destroyed, dilapidated or plantings which have died must be immediately replaced with equal or higher quality and must be of similar scale and quantity.



LANDSCAPING ZONES.

REPLACE DEAD LANDSCAPING AS SOON AS POSSIBLE.

H.8 FENCES AND SCREENING

Screen walls, trash enclosures and fencing must be built of similar materials matching the architectural materials of the adjacent buildings architectural finishes. These walls should also be tempered with a combination of landscaping and landscape screening.

Earth retaining walls should be limited in height as much as possible. All zoning and building codes will be in effect for earth retaining wall systems or engineered walls. Avoid walls adjacent to pedestrian walks or drive lanes as much as possible. If unavoidable provide handrails, guardrails and safety zones. In lieu of taller walls consideration must be given to design of a series of shorter walls in parallel.

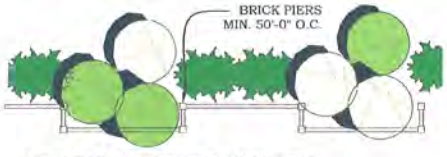
Provide landscaping along retaining walls, fences, screens and enclosures. Enhance these walls with "green zones" of plant material. Undulate walls and create pockets of landscaping. Break walls and use dense landscape screening. Offset walls and create wells of landscaping materials and create a pocket series of beds to provide a progression, succession and rhythm with the wall and landscaping features. Include architectural elements using columns, cornices, caps and inserts in walls for added architectural interest. Walls should be finished on all sides with durable and aesthetically pleasing materials. Brick and stone are encouraged and a combination of iron and steel decorative fencing can be considered.

Screen walls for trash, electrical transformers, or walls that screen electrical panels must be opaque. Landscaping is required at these walls but to a lesser degree. Wood, diamond-link and chain fences are not acceptable screening materials. All metals must be coated or finished at the factory.

All types of walls must be an integral design element with the architectural palette. Interface buildings, wall and topography to create visual interest and well thought out designs.

Design walls to appropriate heights for the task. Example screening large service trucks (semi tractor trailers) will require taller walls. Electrical transformers come in varieties of sizes and must be screened accordingly. All fencing and screen wall will be reviewed and must be approved by the DRC and JRC.

SCREEN WALLS NOT ALLOWED



SCREEN WALLS ALLOWED WITH LANDSCAPING

EXAMPLE OF TRASH ENCLOSURE WITH BOLLARD PROTECTION.

I. LIGHTING

Site lighting must be incorporated for all commercial and residential parcels. Metal halide fixtures are the accepted type of light source for The Villages @ Johnstown. Lighting must be provided for security and safety of all users and is subject to approval by the DRC and JRC. However lighting provided for a particular site is not allowed to "spill" beyond the limits of its boundaries and "blackout style" fixtures are required.

I.1 LIGHTING FIXTURES

All lighting fixtures, standards, bollard lighting must be of the same "pedigree" of fixtures. They should match in color, style and aesthetics and be compatible throughout the Villages. Consult the Town for footcandle requirements and provide a safe lighting environment for all users. DO NOT allow offsite lighting spills and/or glare to adjacent properties. Provide solutions that promote pedestrian lighting and minimum footcandle site lighting should be provided at the minimum level (per Town Standards) to the capacity to light traffic movement zones and parking areas. Photometrics will be required with all submittals to the DRC and JRC.

Select standards and fixtures that are architecturally compatible with adjacent properties and architectural styles. It's important to illuminate all high traffic zones where vehicles and pedestrians interface as well as curb cuts and entries. Use cutoff style fixtures which are adjustable and shield light pollution.

Lighting should be considered for safety first and illuminate sites without "over lighting" an area. Lights should also be placed on photo cells with a manually adjusted timer turn off switch for all exterior light fixtures.

Poles and fixture heads should be architecturally enchanting and compatible within a development. Architectural lighting is allowed on buildings and may be allowed to cast upward and downward to create a "soft wash" lighting feature. However these soft wash areas are not allowed to be overly bright and disturb adjacent properties. In no case will they be allowed adjacent to single family housing.

I.2 DECORATIVE LIGHTING

Accent lighting and architectural lighting such as wall sconces, exterior torcheres, bollard lighting, ground lighting, in wall, stair riser light fixtures and other special lighting that accentuates building functions are acceptable in the Villages. These are allowed in the Villages provided that they are designed as a feature or to light an amenity, building and provide a concept that enhances the overall Villages experience.

PROVIDE PHOTOMETRICS FOR EACH NEW COMMERCIAL DEVELOPMENT. DO NOT ALLOW LIGHT TO "SPILL" OUTSIDE OF PROPERTY LINES.

Such lighting is allowed provided that it augments architectural or landscape features. Example would be a landscape bench sitting area, up lighting on landscaping features, spot lighting on entry facades, pedestrian plazas, specialty signage, art and other architecturally or site specific elements of interest.

I.3 PARKING LOT, PEDESTRIAN, LANDSCAPE LIGHTING

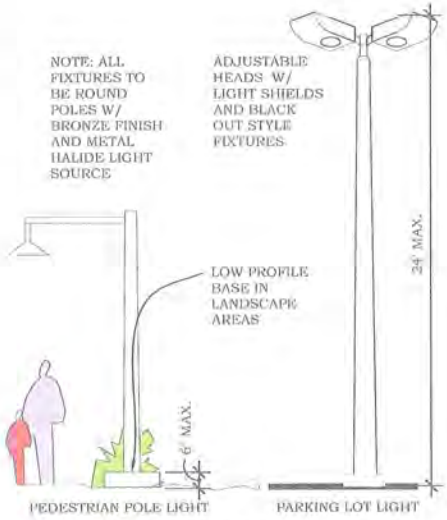
Parking lot light fixtures should be located in areas that shall not be a hazard to vehicle parking and provide clearances necessary for pedestrian traffic. At perimeter areas locate light a minimum of 3' deep into landscape zones thus preventing the nosing (overhang) of vehicles striking them. Locate light poles in parking lots at the "quadrant point at paint line intersections" (at the intersection of four stalls) to create as much clearance as possible for vehicles pulling into the parking space. Standards shall be unassuming as much as possible. Fixtures not call attraction to themselves but they must positioned in locations to prevent damage to vehicles and provide lighting for security and safety. All light sources are to be metal halide with uniform distribution of light levels.

Path lighting must be selected for the pedestrians and typically 4' to 16' H. In all cases select lighting to ensure a safe means of access. Install creditable lighting techniques for such areas as stairs, bike racks, railings, sloped walkways, site amenities, etc.

Implement lighted pedestrian bollards along path, pick-up zones and entrances. In all cases provide safety lighting at pedestrian-to-vehicle intersections.

Lighting may feature plantings, building elements, fountains and other amenity features by a number of lighting techniques and provide for a dramatic "after hour" concept.

Electrical engineers must take in consideration lighting for seasonal cycles of plant materials. Designers must consider lighting responses as they relate to plant sizes at installation including sequence and finally the mature size of the plant to achieve the most wanted lighting outcome. For landscaping areas only concealed fixtures are allowed or black out style lighting. Provide lighting in ground vaults, buried in rock beds or screened by rock or plant formations. Control glare, and avoid damaging hot spots on live materials. Use only lights that are less susceptible to vandalism and require little maintenance. Lighting fixtures must be of high quality and impact resistant.



MOUNTS FOR ARCHITECTURAL LIGHTING FIXTURES

Public street lighting must adhere to the Town of Johnstown design standards. Location of lights must be positioned to maximize public safety and be a decorative "breakaway" davit style pole/ shaft assembly and are subject to DRC and JRC approval.

USE LIGHT BOLLARDS AT PEDESTRIAN ROUTES.

J. SIGNAGE

Signs are a vital component of any development and the Villages @ Johnstown understands the importance of signage to owners as well as users. These signs must play an integral part of the Villages community. Signs should contribute to the visual correlation within the entire area. They must also be properly landscaped and lighted. The union of identity to the Villages as well as informing the public there are strict guidelines to be followed. All projects are required to include a signage program that includes project identification at each vehicular entry as well as address mounted signage, building mounted signage, handicap signage and tenant signage. All signs should take into consideration materials, shapes and size, illumination, style and font typeface, structure and compatibility.

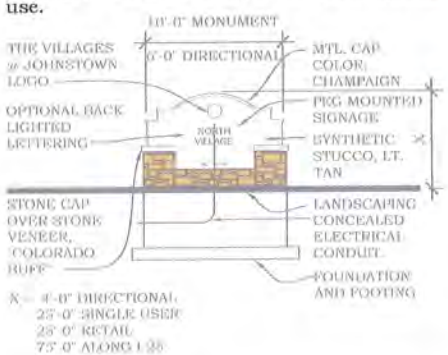
All signage in The Villages @ Johnstown is required to be submitted to the DRC and JRC and must meet signage codes for the Town of Johnstown. The most restrictive of interpretations shall govern.

J.1 MATERIALS

Signs shall be fabricated to be sturdy, self supporting and able to withstand wind loads. Electrical transformers, switches and conduit must not be visible. Signs must be reflective of the architectural signature consistent with a development. All signs at points of entry and street curb cuts must the prototype sign (shown to the right). This sign consists of "Colorado Gold" flagstone base with light tan stucco field and champagne cap. Specification can be obtained by the DRC. The "Villages @ Johnstown" logo must be on all projects with the exception of the individual single family residence. The logo can be found on the cover page of this performance standard in the lower right hand corner.

J.2 SHAPES AND SIZES

The size of signage at street fronts and projects major access point (curb cut) allows a variety of height depending on use of land or type of fonts utilized. All parcels are allowed a minimum of a 10' high sign which has a 10' setback. Monuments signs are allowed to increase 1' in height for every additional 1' in setback. Thus a sign 15' high has a 15' setback requirement. This formula determining sign heights may be used however there are maximum heights allowed by the Town. Please check you signage codes to determine allowable heights for your specific use.



Sign must be consistent in design concept, and style, however height and width may be varied to meet the particular needs and objectives of the end user. It is encouraged that the style, general shape and concepts be carried through out the applicant's signage program.

SIGNS WITH ALL STONE BASES ONLY ARE ALLOWED.

EXAMPLE OF RETAIL SIGNAGE

The following conditions shall apply to signage within The Villages @ Johnstown: users/tenants are allowed a minimum of one sign per street side if so desired. Direction signs are allowed to help direct and provide useful information to end users. Each sign must have the "The Villages @ Johnstown" Logo. In addition to the logo text area shall not exceed 50 square feet per side (100 square feet per sign). This excludes address numbers which are to be located at the bottom of the sign 4" above the stone base, centered, 6" high and champagne colored.

The allowable area for signage on a commercial building shall be computed by the Town of Johnstown signage codes.

Corner signs are limited to 1 per building elevations per corner user/tenant. The maximum number of flush-mounted signs allowed for each freestanding building is to be determined by frontage and each tenant is allowed a minimum of 200 square feet.

For mulit-tenant retail buildings if a tenant wants signage on a monument sign then this area will be deducted from the allowable signage allowed by code. Example tenant has determined they are allowed 200 square feet in signage. They then elect to have 40 square feet placed on a multi tenant monument and use the remain 160 square feet to utilize individual surface mounted lettering on a electrical signage rail in the allowable sign band facade. In all cases sign codes and building codes must be met and no exposed transformers or conduit is permitted by the Villages.

For all signs the designer must use uncomplicated and readable fonts and securely fasten signs. Logo signage is allowed as well as corporate artwork and color. Displays must be clearly read from a distance and unobtrusive to others. Signage can be an interesting element in design and augment user's interaction with any facility.

In all cases no roof signs will be permitted. Street signs and pole mounted signs are subject to DRC and JRC review and approvals.

J.3 LOCATION

All monument signs have a 10'-0" minimum setback from property lines and must not be in the sight visibility triangle. The same visibility triangle requirements apply to private curb cuts along public streets. Signage must not be located in these sight triangles but are encouraged to be located as nearby as possible to them.

Each sign must be easily discernable by moving traffic as well as pedestrians across the street or approaching a building on foot or bicycle. Location plays a key role in communicating to the public and signage locations must be utilized to maximize the legibility of each sign.

Monument signs must also be accompanied with surrounding landscaping including annuals mixed in with perennials with episodic bloom.

J.4 ILLUMINATION

The use of individually peg mounted letters and numbers mounted 1" clear of the sign surface is encouraged. Use ground vault light sources directed at the sign surface or conceal the light source from pedestrians' and motorists' "lines of sight". Avoid light pollution and spill outside of signage pedestals.

Flashing signs are not permitted under any circumstances. However signs may change on a 30 minute cycle for retail signs only.

Back lighted signs are allowed however lettering must be individual script and boxes must match pedestal field materials, texture and color. Example, if the monument pedestal field is a stucco beige tan and a user wishes to use an aluminum box with cut out lettering, back lighted; this is allowed however the box must be flush mounted in the pedestal and must be finished in the same stucco tan color and texture. All illumination transformers and conduit must be concealed within the box, underground in a waterproof vault or remotely located inside a building.

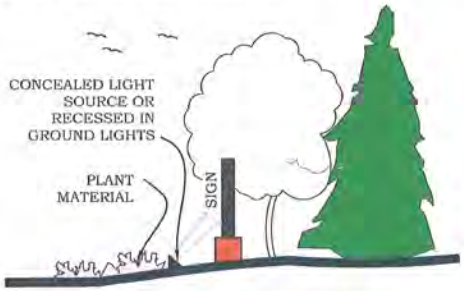
J.5 TYPES

The Villages @ Johnstown must have a repeating and endorsable signage program throughout the development. In general designs of signs shall be of similar, compatible materials that reinforce the design and style of the Villages.

The following signs, styles and types could be considered:

- Monument Signs:

These signs must be positioned along the primary roadway leading an arrival to a development. Monument signs are also required in center islands at major points of vehicular entry in center landscaped islands servicing residential neighborhoods. The monument sign's purpose is to make available tenant name(s) and address. Miscellaneous directional signs, less than 24 S.F., may also be located on sites to provide single user businesses names and addresses in lieu of monument scale signs or may be used for directions.



ALL LIGHTS MUST BE SCREENED FROM VIEW WITH LANDSCAPING, ROCKSCAPES OR RECESSED IN THE GROUND. NO VISIBLE LIGHT SOURCES OR TRANSFORMERS ARE ALLOWED.

Signs may contain logo or "corporation scripted lettering". Multi-tenant buildings or complexes of several buildings may contain removable signage panels for individual users. For multiple tenant buildings such as retail centers, strip malls, flex offices, or multi-story, multi-tenant buildings, signage space in a shared monuments signs can utilized. In any case all signs must be submitted to the DRC and JRC for approval and the Town for review, approval and permit. All monument signs must use individual letters and/or numbers.

- Flush Wall Mounted Signs:

Flush mounted signs on buildings are allowed provide they do not extend more than 7" from a building face or signage band. They must be "low profile" and integral with building facade. All flush mounted signs are encouraged to be individual letters. Signs allowed corporate logos, colors and corporate style fonts. If corporate art uses script then script is allowed. However in the event this is not the case then all letters shall be of individual characters.

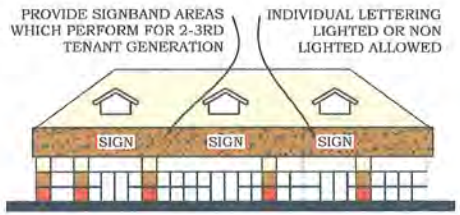
Flush mounted signs are allowed for retail, industrial and commercial use. Typically these signs are located on grade levels for retail buildings but are also allowed higher for multi-story mixed use or office buildings.

- Projecting Signs:

Signs may project from a building provided they are a minimum of 12 feet above the finished grade, floor or slab below them. Signs may not be more than 8 S.F. on any side or extend beyond a surface more than 6 feet. All projections signs must meet ADA.

- Flashing Signs:

Flashing or kinetic signs are generally not allowed. However the DRC and JRC may upon individual submittal approve of such a sign provided that they do not affect the safety of passing motorist. Signs are allowed with changing displays provide that the interval of change is 30 minutes or more.



SURFACE MOUNTED OR FLUSH STYLE SIGNAGE ALLOWED

- Surface Mounted Signs:

Surface mounted signs on buildings are allowed provided they are securely fastened to substrate. These typically are for address signs and in some cases used in a signband application. It is recommended that the letters be a minimum of 1" deep and contract on substrate surfaces.

- Miscellaneous Signs:

Some miscellaneous signs on buildings are allowed while others are not. For example vinyl cut out signs adhered to interior surfaces of glass are allowed for suite address and identify. Signage for labeling service doors and dock doors is allowed for directional information. These signs must be limited in scale and not be overly aggressive visually.

Color wash or paints applied to windows is not allowed however gold gilded lettering with address or name is, provided they do not exceed 8" in height.

- Pole Mounted Signs:

Pole mounted signs may be utilized for handicap parking, reserve parking, motorcycle parking, visitor parking, directional, and height restriction signage.

EXAMPLE OF PEG MOUNTED SIGN – PEG MOUNTED SIGNS ARE ENCOURAGED.

K. FURNISHINGS

Site furnishings are encouraged with all public and private improvements. Furnishings are to be pleasant and pleasing components within the development and are subject to DRC and JRC approval. It's essential that all furnishing be similar in style and color. For this reason all furnishings are to be pre-finished heather green. They are encouraged to be factory finished and not painted in the field. This characteristic will be enforced through out The Villages @ Johnstown in the commercial developments as well as in the residential public areas.

K.1 FURNISHINGS

Implement benches that are appealing and pleasant to sit in. Outdoor seating should be available in rest areas, plazas, bus stops, areas of interest, or in areas to capture views. They may also be considered at building entries and pick up zones under porte cocheres or protected zones. Where ever they are, locate them in shady areas protected from the sun and out of areas that may freeze and become icy zones. Allow for a variety of arrangements and sizes. Design planters that may become sitting areas that match the architectural building finishes.

Trash and miscellaneous receptacles must also match standard furnishings within the development. Select matching styles, finishes, textures and materials.

Utilize tree grates in areas were other landscaping schemes are difficult to implement. This is a great way to "green up" large areas of concrete, plazas, sidewalks and expanses of paved areas. This then can add valuable shade to these areas. Landscape designers must understand canopy sizes at maturity and not over size trees or undersize trees for a particular application. These grates must also be traffic rated for paths used by maintenance or service vehicles.

Trash enclosures must contain metal dumpster bins with lids near service entries. Protect enclosures with steel bollards filled with concrete and painted "safety color". Place concrete slabs in all enclosures and consult your geotechnical engineer and structural engineer for proper slab design. Always extend the concrete slab to support trash truck point and turning loads anticipated in these areas. Trash enclosures adjacent to non paved areas should include plant material to aid in screening trash enclosures from view.

Small pedestrian trash receptacles are allowed provide that they are an integral furnishing matching seating, benches and light bollards style etc. They must be secured in place and a trash service program must be in place for daily trash pickup.

Bike racks must be hoop style which can accommodate several sizes and types of bicycles. It is discourage to locate these racks in arbitrary locations. They must be located to encourage use and ease of accessibility. Position them in activity areas within The Villages @ Johnstown. Locate them adjacent to primary entries and allow ample space for dismount and passage around parked bikes.

K.2 MISCELLANOUS FURNISHINGS

While there is no limit in the styles of furnishings available, select furnishings to complement each other.

There are many people and types of uses in

L. ENVIRONMENTAL

The Villages @ Johnstown. The Villages has all the ingredients for stimulating economic growth for a self sufficient community in a wonderful setting over looking the Rocky Mountains. Protecting the new development, its land and resources is an ongoing process. The key to the ongoing stability and quality of The Villages @ Johnstown area must be shared by all.

Each newly developed parcel should embrace smart ecologically and green practices. By incorporating the simplest of ideas one can contribute. Respecting the environment, smart material selections and respecting the natural surroundings will achieve an enduring value for all. The Villages @ Johnstown encourages sensible and environmental conscious growth. Utilize and implement environmentally friendly programs, sustainable construction, energy conservation, and "green" solutions. The Villages @ Johnstown understands that contributing to make the Village an environmental haven for good design practices will make this community a progressive accomplishment.

All applicants are encouraged to submit an environmental plan for each development. Selecting waterless urinals, indigenous building materials, utilizing recycled building materials and taking advantage of solar orientation and day lighting practices are to name a few. Equitable solutions are suggested for the new developments. Efforts by all new applicants will be required to satisfy the DRC and JRC. Conservation of resources such as low water shower faucet heads or water closets help conserve water resources.

Efficiency systems such as computer operated/guided energy controls, recycled ceiling and flooring products, smart technologies and local materials are grand ideas that can easily be incorporated. Applicants, developers and owners in The Villages @ Johnstown will be expected to "make a difference" in managing sustainable design concepts. Many systems and programs do not cost more and may save upfront investments or long run operating cost.

EXAMPLE OF TYPICAL EXTERIOR BENCH FUNITURE

M. CONSTRUCTION

Construction and phasing of new work in The Villages @ Johnstown requires the essential planning and execution. The development is vast in scale and ongoing construction as well as maintenance will impact the community. Strategic planning and properly enacted construction methods are critical. Construction will have a substantial impact on surrounding property owners. All projects will be required to enact proper procedures and implement methods of construction to minimize the impact that new improvements can encumber on existing neighboring properties. Owners will also be responsible for ongoing operation, maintenance, and services that will require solutions to minimize any inconveniences to surrounding parcels. Each development will be required to meet with the DRC and validate construction procedures and criteria that protect the Town, DRC and the Villages community during all stages of construction.

M.1 CONSTRUCTION STAGING

New and ongoing construction teams must constantly devise conceived strategies to guard against improper methods of construction and any hindrance to neighbors. Schedules must be planned and adjacent owners must be notified of short or long term inconveniences during construction. It is mandatory that any parcel under construction shall prepare and have accessible for examination by the DRC or Town a "Construction Phasing Plan". This plan must illustrate schedule of trade services, outline staging areas, erosion control methods, fire protection, emergency vehicular access, site services, vehicle delivery zones, parking controls, and general construction time frame charts.

M.2 TEMPORARY FACILITIES

The Villages @ Johnstown will not allow temporary facilities other than temporary construction trailers and temporary sales offices. Each must obtain permits from the Town including temporary water, power and telephone services. The Construction Phasing Plan must also include the placing and removal of temporary structures, construction trailers, signage, utilities, and schedule the repair, patching or landscaping of the removed temporary facilities.

M.3 MAINTENANCE

The ongoing maintenance and operations and site services are required to continually represent the Villages quality of life.

M.4 CONSTRUCTION CONTROLS

Implement a well conceived construction control plan to manage dust, mud, contamination, etc. on and off site. All forms of construction debris must be kept to a minimum. Eliminated down wind fumes, gasses and construction debris. Minimize onsite trash. Do not allow materials off site and on adjacent property. Sites must be secured at all times during construction. Measures must be taken to provide protective structures to ensure pedestrians, workers and the public are protected from construction. Emergency access must be provided for fire and rescue and emergency lanes must be clear for all emergency equipment at all times.

All sites must implement mud and debris control onsite and eliminate mud and debris off site. Contractors are requested to summit a clean up schedule and will be required to minimize the construction impact to adjacent streets, neighbors, parcels, buildings, sites, surrounding amenities and the Town of Johnstown.

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N. RESIDENTIAL

N.1 SUBMITTALS

The submittal process for Single Family and Multi-Family residential is very similar to the submittal process outlined in A.2, page 3. However for the single family/single owners the process is an abbreviated procedure. To assist an applicant a "Single Family Submittal Kit" from the DRC is available. This kit will outline the documents and drawings required for DRC submittals.

N.2 ARCHITECTURAL STANDARDS

These items listed below are the performance standards for single family residential areas. Upon acceptance of applicant preliminary plans, elevations and materials board submittals by the DRC and JRC the applicant may apply for a building permit to the Town of Johnstown.

Each applicant may provide custom home plans which an owner or builder may build from. Stock plan are discouraged, and modular or factory-built dwellings are not allowed. In all cases multi-family plans will require approval the DRC and JRC prior to applicant applying for building permit. Builders and owners are required to create a variety of architectural styles in the development to create a variety of architectural styles in the development. Encouraging diversity is a desirable rather than setting standards for each home. No single family detached home model elevation to be repeated for at least three lots on either side or across the street. All homes to be built must have the DRC and JRC approval and permits from the town.

Site furniture please refer to Section K for site furnishing.

Roofing shall be of simulated cedar shake shingle, simulated stone, stone, terracotta and concrete tile, or other approved materials which have been accepted by the DRC and JRC. In the case of asphalt shingles, a minimum weight of 330 pounds per roofing square shall be required. Roofing materials shall be of earth tone colors and in the case of simulated shingles, may also include dark gray and dark green. Traditional terra cotta colored clay and concrete tiles (a variety of colors) are acceptable.

Side entry garages are encouraged. Staggered front yard setbacks are highly encouraged to alleviate garages dominating the streetscape. A minimum of 60% of the front façade of any home will be non-garage area for two-story homes and ranch style homes 40%.

Trim will be required around the perimeter of all doors and windows on all four sides, unless replaced by brick or stone.

All plans will include brick, stone or stucco (optional) on front elevations.

The following minimum percentage will apply to stucco, brick and/or stone for single and multi family.

- Front elevation: 50%
- Side elevation: 20%
- Rear: 20%

The DRC and JRC may allow a modification to the percentage and are allowed to view each proposal on a case by case basis.

The following maximum percentages of stucco allowed:

- Side elevation: 50%
- Rear elevation: 80%

Minimum percentage shall be calculated as a percentage less doors, windows and garage doors. Cantilevered areas where masonry cannot be attached shall be included in the calculation but need not include these materials on the cantilevered area. The material needed to meet the minimum calculation shall be provided in an alternative location on the same façade.

At the time of, or as soon as reasonably possible following or during the construction landscaping must be installed. Weather permitting landscaping must be installed no later than five months and not lap one growing season. The lot shall be suitably landscaped with grass, shrubs and trees. It is the intent that each lot shall be fully landscaped. Plant material native to this climate and sprinkler systems for grassed areas requiring weekly mowing are strongly encouraged. All lot landscaping plans must be approved by the DRC and architectural control committee prior to installation of materials. All landscaping shall be maintained by the property owner.

The dominant colors on homes are encouraged to be earth tones such as, beige, putty, taupe, browns, greens, slates and grays. Other colors will be subject to approval by the DRC and JRC.

There will be a variation in porch and covered entry design. Front porches must have a minimum depth of eight feet. All plans will have a covered entry either built-in as part of the roof or by means of a porch.

Owners and builders are encouraged to use a variation in roof massing and style, including but not limited to gable, hip and arched or a combination there of.

The following items will be allowed to encroach (this doesn't included general floor area) into the setback a maximum of 24": eaves, overhangs, fireplaces, and cantilevers, vents, projecting windows, decks and similar architectural features.

Decks under 30" in height and with or without a rail may encroach into the front setback a maximum of 5'. Covered decks and porches may extend 10' into front setbacks.

No deck shall be above the main level of the home unless integrated into the home design by being supported by at least two walls of the home.

Stairs from raised deck shall vary in treatment so that adjacent decks do not have identical stair treatment. This includes inset steps, horseshoe configuring and straight line (parallel) to departure from the deck. No stairs shall be at right angles to the deck.

Accessory structures as permitted by the DRC and JRC shall be architecturally compatible with the dwelling.

Accessory structures permitted: Garages, Work shelters, Sheds (provided the match the house), cazobo, sun decks with shade trellis, private observatories, private abories, weather protection shelters, pool houses and pools, outdoor barbeque, bars and eating peperation and sitting areas.

Any element of construction, not specifically shown in graphic or written form shall conform to the requirements of International Residential Code.

No temporary building, improvement or structure shall be placed upon any lot, except by developer or real estate company for use in connection with sales lots, or except with the prior written consent of the DRC obtained in each instance. Consent for temporary buildings shall be granted only for a specific social, cultural, entertainment or recreational purpose of short-term duration.

N.3 FENCES

Picket style fences will be allowed in front yards not to exceed 36" in height. 6' H. fencing is allowed at the rear and sides of the dwelling and shall not extend beyond the front of the house. Fencing along arterial streets must be installed by developers. Fences bordering streets must be 6' H. of decorative materials with masonry columns at 100' O.C. All fencing must be approved by the DRC and JRC.

Rear and side yard fencing for lots that are adjacent to open space, parks for the Villages @ Johnstown shall be installed and maintained by homeowner and shall be a 3-rail 6' high opaque cedar fence with 4" W planks. Installation of fencing is required prior to issuance of Certificate of Occupancy. All alternative fencing must be approved by the DRC and JRC.

All drive lanes, drive way and entry sidewalks must be paved with concrete, brick, stone or a combination of.

Vary single family detached home setbacks 3' lot to lot.

Building setbacks:

- Front: 24'- 0"/ 27'- 0" Min.
- Side: 7'- 6"
- Rear: 5'- 0"

Garage setbacks:

- Front loaded Not allowed
- Rear: 5'-0"
- Side: 7'-6" however rear third of lot garages are allowed a 5'-0" setback
- Front: 10'-0" side loaded (only for multi-family residential)

All single family garages must be for a minimum of two cars per household.

N.4 RESIDENTIAL PHOTO EXAMPLES

BRICK FRONT FACADE WITH 8' DEEP PORCH.

EXAMPLE OF STONE FACADE WITH COVERED ENTRY.

EXAMPLE OF HOME WITH THE GARAGE LOATED AT THE REAR OF SITE.

N.5 MINIMUM SIZES

Single family residences and multi-family housing will have requirements for minimum sizes allowed in the Village. These sizes are as follows:

Apartment units: 650 G.S.F.

25% maximum allowed

Single family home: 1,400 G.S.F.

15 -20% maximum allowed

EXAMPLE OF STONE FACADE WITH 8' DEEP PORCH.

EXAMPLE OF HOME WITH STONE AND STUCCO FRONT FACADE.

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RETAIL EXAMPLES

EXAMPLE OF BRICK AND SIGNAGE

EXAMPLE OF ONE STORY BUILDING WITH STUCCO AND AWNINGS

EXAMPLE OF BRICK WITH ROOF ELEMENTS AND MULTI-TENANT SCHEME

OFFICE EXAMPLES

EXAMPLE OF MULTI-STORY AND MIXED MATERIALS ON EXTERIOR

EXAMPLE OF ONE-STORY WITH SIMULATED STONE WALLS

EXAMPLE OF TWO-STORY WITH BRICK ENTRY AND BRICK ON LOWER LEVEL

INDUSTRIAL EXAMPLES

EXAMPLE OF TWO-STORY OFFICE SHOWROOM AND DISTRIBUTION

EXAMPLES OF OFFICE AND DISTRIBUTION CENTER

EXAMPLE OF BRICK BUILDING WITH ENTRY TOWER ELEMENTS

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