

**CITY OF LOVELAND**  
**PLANNING COMMISSION MINUTES**  
**June 23, 2014**

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A meeting of the City of Loveland Planning Commission was held in the City Council Chambers on June 23, 2014 at 6:30 p.m. Members present: Chairman Meyers; and Commissioners Middleton, Molloy, Crescibene, Prior, Forrest, and Ray. Members absent: Commissioners Dowding and Jersvig. City Staff present: Bob Paulsen, Current Planning Manager; Sharon Citino, Assistant City Attorney.

*These minutes are a general summary of the meeting. For more detailed information, audio and videotapes of the meeting are available for review in the Community Services office.*

**CITIZEN REPORTS**

There were no citizen reports.

**STAFF MATTERS**

1. **Mr. Paulsen, Current Planning Manager**, shared with the Commissioners that there are items scheduled for the July 14<sup>th</sup> and 28<sup>th</sup> meetings.
2. **Chair Meyers** would like staff to send out a redlined version of the Boards and Commissions handbook to the commissioners.

**COMMITTEE REPORTS**

There were no committee reports.

**COMMISSIONER COMMENTS**

**Commissioner Ray** wanted to make sure everyone knows that the primary collection place for ballots is the City Clerk's Office.

**Commissioner Middleton** thanked **Mr. Karl Barton, Senior Planner** and the citizens who attended the Comprehensive Plan sessions, which were for the purpose of getting input from citizens on what the priorities should be.

**APPROVAL OF THE MINUTES**

**Commissioner Middleton** made motion to approve the June 6, 2014 meeting minutes. Upon a second by **Commissioner Ray** the motion passed with 4 ayes and 3 commissioners abstaining due to absences.

**REGULAR AGENDA**

**1. Loveland – Eisenhower Investments: Master Plan Amendment**

**Chair Meyers** read the item on the regular agenda: This is public hearing to consider an amendment to a Concept Master Plan for a 58.8-acre site located on the north side of

Eisenhower Boulevard to the east of Denver Avenue and to the west of Sculptor Drive. The amendment proposes to allow the development of up to 240-368 apartment units on this site as part of a mixed-use development. The original Master Plan for the property was approved in 2009 and did not identify residential development among the contemplated uses. Review of this application requires quasi-judicial action by the Planning Commission. The Commission's responsibility is to forward a recommendation to the City Council for final action.

**Mr. Brian Burson, Planner II**, addressed the Commission giving a brief history of the project and explaining how the amendment fulfills the employment and residential uses of the Comprehensive Plan. He stated the amended concept plan would cover the entire site and distribute the uses more evenly across the site while allowing for the development of 240-368 apartment units. The amended plan will spread the primary workplace use and non-primary workplace use out to the 60/40 proportion of land area, creating a campus-like setting. The primary function of the amendment is to provide jobs throughout the master planned area with a variety of workplace uses. He explained that multi-family dwellings are a non-primary workplace use allowed in both the MAC and E zone districts.

A neighborhood meeting was held on May 22<sup>nd</sup>, where a number of concerns were addressed, such as traffic, specifically questioning if the City would install traffic calming measures.

When asked if the corridor plan would be affected, **Mr. Burson** stated the corridor plan was taken into consideration and the standards would be maintained.

**Applicant, Mr. Greg Parker, Loveland Eisenhower Investments Corporation** addressed the Commission stating that the amended plan will provide the same minimum proportion of land area and floor area to be developed for primary workplace uses as the original plan approved in 2009. He stated there will be consistent architecture with various options to the land use to show the flexibility needed to respond to the market.

He commented that \$13.8 million in infrastructure cost is challenging, with the vast bulk of cost associated with widening Highway 34. Without the infrastructure in place they wouldn't have the ability to offer shovel ready space. Having an apartment development on the property will help pay for the infrastructure cost.

The street improvements will include a full intersection at Sculptor Drive and the addition of two full lanes to Highway 34. An essential element of the plan is to limit traffic on Denver Ave. The Concept Plan shows that the projected traffic would not create a cut through onto Denver Avenue since traffic would have to go through multiple parking areas to exit at Denver.

**Commissioner Middleton** asked if an HOA would take care of the ground maintenance and trash, in both the residential and commercial areas. **Mr. Parker** stated that there

would not be an HOA but there would be a joint agreement for the purpose of sharing the cost of maintenance of the streets, signs and drainage.

**Commissioner Molloy** asked about the distance of the setbacks and also stated his concern is the amount of traffic on Highway 34. **Mr. Parker** stated that the setbacks will be 80 feet. Regarding the traffic, CDOT has "signed off" on the proposal because of the great amount of widening of Highway 34.

**Chair Meyers** opened the meeting for public hearing.

**Mr. John Ellison, 2068 Chancery Drive** had two questions. He uses the Allendale Park and asked if there were plans for any type of park for the residential area. He also asked if the sound level be affected by adding more lanes of traffic.

**Mr. Joe Suess, 1810 Oxford Drive**, commented that he has several concerns. He has noticed an increase in "cut through traffic" from Boise Avenue and the speeding through the neighborhood. He is concerned that there will be additional cut through traffic coming off of Sculptor Drive and Mountain Lion Drive. He also stated that Mountain Lion Drive has a concrete bridge over the ditch and he sees people using the dirt road and leaving trash, he asked if this development would contribute to more of this type of use. He asked what Plan Area H is. He commented that he would like the option that adds the least amount of residential to the area.

**Chair Meyers** closed the public hearing.

**Mr. Parker** addressed the questions from the public explaining that the recreational aspects of the residential area would have a playground and a clubhouse. He stated that he would like people to use the recreational trail that is nearby.

Regarding the noise level, he agreed that traffic noise is generated by start and stop movements however the addition of buildings will help abate the traffic noise.

**Mr. Mike Delich, Traffic Engineer** for the applicant, spoke to the issue of cut through traffic concerns, he feels people are trying to avoid the left turn at Boise Ave. The improvements to Highway 34 will help make that a more attractive alternative and easier to get through. The Madison Avenue and Highway 34 intersection has a large amount of capacity. Denver Avenue has a limited amount of capacity and he feels it would be avoided as it becomes more crowded.

**Commissioner Molloy** commented that he feels that making Denver Avenue a dual turn lane would make it more comfortable for people to use it. **Mr. Delich** explained that people coming out of the development will find that Sculptor Drive will be a much better intersection to use and easier for them to access.

**Commissioner Middleton** would like clarity on the recreational area, if it would be open to the public. **Mr. Parker** explained that it would be for the residents use only.

**Mr. Parker** addressed the question regarding the concrete bridge stating that a gate would be put across it so there is no access. That would not keep people from driving on the ditch road where they could access it from another location, but the buildings overlooking that area may keep people from illegal dumping. Plan area H is open space and will never be developed due to access limitations.

**Chair Meyers** recommends the applicant talk to the ditch company regarding the gate.

**Commissioner Molloy** stated that he is concerned about high school students crossing at Highway 34. **Mr. Parker** explained that they will have a walkway along the property, but he is unable to do anything about the undeveloped property to the East. There will be a cross walk with a signal on Sculptor and Highway 34.

**Commissioner Middleton** thanked the applicant for modifying the original Concept Plan and stated that he likes the plan.

**Commissioner Forrest** stated she likes the concept of bringing more housing to Loveland and especially to that area.

**Chair Meyers** commented that he likes the residential at the rear of the property. He feels the distances are good and according to code.

**Commissioner Prior** stated that it is a good concept and feels the distance of the easements between residential areas are good.

**Commissioner Ray** likes that there is some buffering between the two residential areas and that the Highway 34 corridor standards are being maintained.

**Commissioner Molloy** stated that the Waterford plan was to bring some residential to that area also and thinks that this plan fits in well.

**Commissioner Crescibene** commented that it would help fill the present and future needs of the community for both residential and commercial.

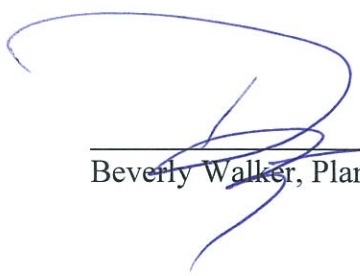
**Commissioner Forrest** moved to make a motion that the findings listed in Section VIII of the staff report dated June 23, 2014; and, based on those findings, recommend that MAC Concept Master Plan - Amendment #1 be approved for Loveland Eisenhower 1st Subdivision by the City Council.

Upon a second by **Commissioner Middleton** the motion passed unanimously.

## **ADJOURNMENT**

**Commissioner Ray** made a motion to adjourn. Upon a second by **Commissioner Middleton**, the motion was unanimously adopted.

Approved by:

  
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Buddy Meyers, Planning Commission Chair  
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Beverly Walker, Planning Commission Secretary