



LOVELAND PLANNING COMMISSION MEETING AGENDA

**Monday, January 11, 2016
500 E. 3rd Street – Council Chambers
Loveland, CO 80537
6:30 PM**

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I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. REPORTS:

a. Citizen Reports

This is time for citizens to address the Commission on matters not on the published agenda.

b. Staff Matters

1. 2015 Planning Commission Attendance Report
2. January 25th Agenda Preview:
 - City's Active Consulting Contracts – Discussion with Bill Cahill
 - Determine 2015 Accomplishments and 2016 Goals
 - North Lincoln 2nd Subdivision PDP/PP Extension
 - Temporary Uses and No Zoning Zone Study Session
3. Boards & Commission Summit: March 3rd (5:00 – 9:00 pm) 2 Commissioners invited to participate
4. Hot Topics: Current Planning November Report

c. Committee Reports

d. Commission Business & Comments

- Election of Officers for 2015
 - 1. Chair
 - 2. Vice Chair
 - 3. Zoning Board of Adjustment Hearing Officer
 - 4. ZBA Hearing Officer Alternate
- Other business

IV. APPROVAL OF MINUTES

Review and approval of the December 14, 2015 Meeting minutes

V. CONSENT AGENDA

The Consent Agenda includes items for which no discussion is anticipated. Upon request by a Commissioner, staff member or citizen, any item may be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be heard at the beginning of the regular agenda.

Public hearings remaining on the Consent Agenda are considered to have been opened and closed, with the information furnished in connection with these items considered as the only evidence presented. Adoption of the items remaining on the Consent Agenda is considered as adoption by the Planning Commission and acceptance by the Applicant of the staff recommendation for those items.

- Does any Staff Member or Commissioner wish to remove an item from the Consent Agenda?
- Does any Community Member wish to remove an item from the Consent Agenda?

1. Flats at Centerra – Preliminary Development Plan

The Planning Commission held a public hearing on December 14, 2015 to consider plans for a 120-unit multi-family residential development that includes 8 three-story buildings. Commissioners unanimously supported the development and instructed city staff to prepare a resolution approving the Flats at Centerra – Preliminary Development Plan. Staff has provided the Commission with a brief memo and a resolution for approval of the Preliminary Development Plan.

VI. REGULAR AGENDA:

2. Mariana Butte 27th Subdivision PDP/PP - (staff presentation - 15 minutes)

(applicant presentation - 30 minutes)

(citizen comments - 3 minutes each)

This is a public hearing on a quasi-judicial matter (in which the Commission serves in a decision-making role). Midtown Homes at Mariana Butte has submitted plans for a 48-lot subdivision for single family home development on a vacant 16-acre site spanning Rossum Drive. The gross density of the project is 3.07 units per acre. The Commission will consider two applications: a Preliminary

Development Plan and a Preliminary Subdivision Plat. City staff is recommending approval of both applications. If approved, the remaining City review process will be administrative. If denied by the Commission, the project cannot move forward. Whether approved or denied, the Planning Commission's decision is subject to appeal as stipulated in the Municipal Code. Appeal hearings are fully noticed and are heard by the City Council.

VII. ADJOURNMENT

CITY OF LOVELAND
PLANNING COMMISSION MINUTES
December 14, 2015

A meeting of the City of Loveland Planning Commission was held in the City Council Chambers on December 14, 2015 at 6:30 p.m. Members present: Chairman Crescibene; and Commissioners Middleton, Meyers, Molloy, Dowding, Forrest, Ray, and Jersvig. Members absent: Commissioner McFall. City Staff present: Bob Paulsen, Current Planning Manager; Moses Garcia, 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 Development Services office.

CITIZEN REPORTS

There were no citizen reports.

STAFF MATTERS

1. **Mr. Paulsen** provided updates on the Big Thompson Gravel Site and the City Solar Facility. Due to the possibility of the Planning Commission hearing one or both of these items on appeal, Mr. Paulsen advised the Commission to refrain from involvement in these items until they are concluded or appeals have been scheduled.
2. **Mr. Paulsen** noted the expiration of three commissioner terms in 2015. Interviews for two of the positions will be scheduled in December and the search for a candidate to fill a single vacancy will continue.
3. **Mr. Paulsen** stated that the Highway 287 Strategic Plan was approved by City Council on December 1st and city staff is working to implement the plan.
4. **Mr. Paulsen** stated that the Code Amendments for Title 16, Title 17, Title 18, and Title 19 will be presented to City Council on December 15th and January 19th.
5. **Mr. Paulsen** recommended the December 28th Planning Commission meeting be cancelled. **Mr. Paulsen** highlighted the upcoming January 11th and January 25th Planning Commission agendas. **Mr. Paulsen** stated that a joint meeting with the Larimer County Planning Commission pertaining to the 402 Corridor Project is tentatively scheduled for 1/25/16.
6. **Mr. Paulsen** noted that **Greg George**, Director of Development Services, is retiring as of January 1st. **Mr. George** will be taking a temporary position with the city for approximately 6-months to complete several projects he is working on.
7. **Mr. Paulsen** updated the commissioners on their request for **Bill Cahill**, City Manager, to provide an overview of the city's active consulting contracts. **Mr. Cahill** plans to attend the January 11th Planning Commission meeting to answer any questions.

Commissioner Middleton motioned to cancel the December 28th Planning Commission meeting. Upon a second from Commissioner Ray the motion was unanimously approved.

COMMITTEE REPORTS

1. **Rob Molloy** stated that the Title 18 committee met and discussed temporary uses provisions that are under consideration. He also indicated that the Committee had reviewed the culture change principles that guide the Development Review Team. **Mr. Paulsen** noted that the Flexible Zoning Overlay amendments to the zoning code (otherwise known as the “No Zoning Zone” provisions) were also discussed by the Committee.
2. **Commissioner Dowding** stated that a ZBA hearing was held on November 16th. The request for a garage with additional square footage was approved. **Mr. Paulsen** mentioned that a notice was emailed to the Planning Commissioners and City Councilors regarding this decision. **Mr. Paulsen** stated that notifications are being provided in keeping with requirements of the Municipal Code. Notices of staff decisions and ZBA decisions will now be sent to Planning Commissioners and City Councilors.

COMMISSIONER COMMENTS

Chairman Crescibene discussed the pedestrian crossing at 4th Street and Railroad near the Elks Club. Currently there is only a sign at the crosswalk and recommended installing something that would alert drivers when someone is in the walkway. **Mr. Paulsen** invited **Justin Stone**, the new manager of the Transportation Development Review office, to answer the question. **Mr. Stone** stated that there is a sign denoting the crosswalk. TDR may consider other options there as they are currently in the process of reviewing where rapid flashing beacons should be placed throughout the city. Several commissioners commented that the beacon at 1st street during day is difficult to see and recommended that this facility be reviewed to ensure safety.

APPROVAL OF THE MINUTES

Commissioner Meyers made a motion to approve the November 9, 2015 minutes; upon a second from **Commissioner Forrest** the minutes were unanimously approved.

REGULAR AGENDA

1. Temporary Uses Pre-Study Session Briefing

Item Description: This is an administrative item to inform the Commission about the development of zoning code amendments that address Temporary Uses. Staff will be seeking Commission advice on citizen involvement and scheduling of a 2016 study session.

Mr. Paulsen stated that temporary uses are not addressed in the Municipal Code and staff and the Title 18 Committee are working on amendments to the zoning code that would make allowance for such uses to be located on commercially-zoned property. **Mr. Paulsen** asked if the commissioners would like City Staff to reach out to owners, operators, and community members prior to the January 11th study session. The commissioners recommended staff

perform an outreach prior to the study session so concerns can be addressed early.

Commissioner Ray also recommended getting feedback from community members who may be opposed to temporary uses. **Mr. Paulsen** stated he is not aware of any organizations that are opposed and therefore not sure how to contact them. **Mr. Paulsen** noted that city staff may not be able to complete the outreach by January 11th and would possibly need to postpone the study session until the 2nd meeting in January.

2. Flats at Centerra

Project Description: This is a public hearing on a quasi-judicial matter to consider plans for a 120-unit multi-family residential development that includes 8 three-story buildings. The project site is currently vacant and is located on Hahns Peak Drive within an area developed with office, institutional and multi-family uses. The property, zoned Gateway PUD, is north of the Marketplace commercial center that includes the Target store on the north side of East Eisenhower Boulevard. The Planning Commission has final authority to approve or deny this project barring appeal. City development review staff are recommending approval of this request.

Commissioner Middleton recused himself.

Mr. Paulsen provided an overview of the 120 unit, multifamily development (condominiums). Staff has reviewed parking and the applicant has exceeded the parking requirements. The development is geared toward retirement-age residents but is not age restrictive. There is a clubhouse but it does not have a pool or other amenities. Although the development has a high density with nearly 20 units per acre it is below the 22 units per acre limit in the Gateway PUD. Staff is pleased with the project design and is supporting approval with recommended conditions found in the staff report.

Mr. Paulsen introduced the applicant, **Jason Sherril**, with Landmark Homes. **Mr. Sherril** described the layout of the project and discussed how front elevations and side elevations are oriented to the street scape to promote the front architecture. The development has a combination of attached and detached garages and every homeowner will have a garage space. **Mr. Sherril** stated that their age targeted approach is geared to active adults and retirees. All plans are ranch plans and every unit is handicap accessible. Additionally, an association with Park Regency Loveland (senior living facility) allows their development to utilize some services geared towards the aging population. **Mr. Sherril** stated that the development is exceeding the parking requirements of 2 parking spaces per unit.

COMMISSIONER QUESTIONS AND COMMENTS:

Several commissioners noted concerns with parking and questioned if the site will have adequate parking for residents and guests. **Mr. Sherril** stated that based on his experience, their sites have adequate parking for residents and guests at other facilities they have built.

The average pricing of homes and HOA fees were also discussed.

Chair Crescibene opened the Public Hearing at 7:52 p.m.

There were no public comments

Chair Crescibene closed the Public Hearing at 7:52 p.m.

COMMISSIONER COMMENTS:

All commissioners stated support for the project. Several commissioners noted that the project is a good fit for the area and that project architecture and building façades are attractive, reflective of Colorado and are complementary to surrounding development.

Commissioner Molloy moved to make the findings listed in Section VIII of the Planning Commission staff report dated December 14, 2015 and, based on those findings, instruct staff to prepare a resolution for approval for the Flats at Centerra Preliminary Development Plan subject to the conditions listed in said report, as amended on the record. Commissioner Meyers seconded the motion.

Chair Crescibene asked the applicant, Jason Sherril, if he accepted the conditions listed in the staff report and Mr. Sherril stated that he did. The motion was unanimously adopted.

ADJOURNMENT

Chair Crescibene thanked the staff and commissioners for all their hard work this year.

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

Chair Crescibene adjourned the meeting at 8:00 pm.

Approved by: _____
Planning Commission Chair -

Planning Commission Secretary – Jenell Cheever



**Development Services
Current Planning**

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MEMORANDUM

January 11, 2016

To: Planning Commissioners
From: Noreen Smyth, Senior Planner
RE: Flats at Centerra Preliminary Development Plan Resolution

Attached please find a resolution documenting the Planning Commission's December 14th vote on the Flats at Centerra Preliminary Development Plan (PZ-15-111). As Commissioners will recall, the application proposes a residential development on the south side of Hahns Peak Drive, north of McWhinney Boulevard, within the Gateway Planned Unit Development. The Commissioners unanimously voted to approve the item at the December hearing and directed staff to prepare a resolution finalizing the approval.

Recommended Motion:

Move to approve the resolution documenting the Planning Commission's vote of approval for the Flats at Centerra Preliminary Development Plan, subject to the included conditions.

PLANNING COMMISSION
RESOLUTION # 16-01

**A RESOLUTION APPROVING FLATS AT CENTERA PRELIMINARY
DEVELOPMENT PLAN, LOCATED WITHIN THE GATEWAY PLANNED UNIT
DEVELOPMENT, CITY OF LOVELAND, LARIMER COUNTY, COLORADO**

WHEREAS, on April 19, 1994, the City Council adopted Ordinance No. 3992, zoning a portion of the “McWhinney Addition” to the City of Loveland as Gateway PUD (#93-12), referred to herein as the “Gateway PUD”; and

WHEREAS, Ordinance No. 3992 also approved the General Development Plan for Gateway PUD, as amended by Ordinance Nos 4052 and 4178; and

WHEREAS, a Preliminary Development Plan (“PDP”) for that portion of the Gateway PUD legally described in Section 1., below, and referred to herein as the “Flats at Centerra” has been submitted to the Planning Commission for consideration pursuant to Chapter 18.41 of the Loveland Municipal Code; and

WHEREAS, pursuant to Code Section 18.41.050(E)(2), the City of Loveland Planning Commission held a public hearing on December 14, 2015, regarding the PDP; and

WHEREAS, at said hearing the recommendations of the Current Planning Division were received and duly considered by the Commission, as well as all necessary testimony by the applicant and public; and

WHEREAS, the Commission has considered the application for the PDP in light of the intent and objectives of Chapter 18.41 of the Loveland Municipal Code, and more specifically the factors set forth in sections 18.41.050(E)(2)(a-c) and expressly including those set forth in sections 18.41.050(D)(4)(b) and (c), and has determined that pursuant to said factors the PDP may be approved.

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION
FOR THE CITY OF LOVELAND, COLORADO:**

Section 1. That the PDP for the Flats at Centerra, being a portion of the Gateway PUD General Development Plan, as amended, which PDP Plan is on file in the office of the City of Loveland Planning Division and is incorporated herein by reference, is hereby conditionally approved, consistent with the recommendations of the Planning Staff Report, as amended on the record by the Planning Commission at the public hearing on December 14, 2015 (the “Staff Report”).

The PDP applies to the following described real property:

A LOT MERGER OF OUTLOT B AND LOT 3, BLOCK 1, ROCKY MOUNTAIN VILLAGE 16TH SUBDIVISION, A PART OF THE GATEWAY PUD LOCATED IN THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 5 NORTH RANGE 68

WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOVELAND, LARIMER COUNTY, COLORADO.

Section 2. That the Planning Commission hereby makes the findings regarding the PDP set forth in Section VIII of the Staff Report for the reasons set forth therein, and hereby adopts this resolution, including the findings set forth in Section VIII of the Staff Report as its written findings and conclusions in support of its approval pursuant to Section 18.41.050.E of the Loveland Municipal Code.

Section 3. This Resolution shall be recorded with the Clerk and Recorder for Larimer County, Colorado, as soon as is reasonably possible after the expiration of the ten (10) day appeal period set forth in Code Section 18.41.050.E.3 and satisfaction of the condition set forth above.

Resolved this ____ day of January, 2016.

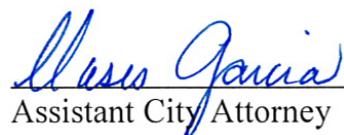
ATTEST:

PLANNING COMMISSION:

Planning Commission Secretary

Chairperson

APPROVED AS TO FORM:



Luis Garcia
Assistant City Attorney



Development Services Current Planning

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Planning Commission Staff Report

January 11, 2016

Agenda #:	Regular Agenda - 2
Title:	Mariana Butte 27 th Subdivision – The Ridge at Mariana Butte: Preliminary Development Plan and Preliminary Subdivision Plat
Applicant:	Midtown Homes at Mariana Butte, LLC/Blaine Rappe
Request:	Preliminary Development Plan and Preliminary Subdivision Plat
Location:	South of W. Eisenhower Boulevard (Highway 34) and east of Eagle Ridge Court on both sides of Rossum Drive
Existing Zoning:	P-08 Mariana Butte Planned Unit Development (PUD)
Staff Planner:	Troy Bliss

Staff Recommendation

APPROVAL of the Preliminary Development Plan and Preliminary Plat.

Recommended Motions:

1. *Move to make the findings listed in Section VIII of the Planning Commission staff report dated January 11, 2016, and based on these findings approve the Mariana Butte 27th Subdivision Preliminary Development Plan, subject to the conditions listed in Section IX, as amended on the record.*

And

2. *Move to make the findings listed in Section VIII of the Planning Commission staff report dated January 11, 2016, and based on these findings approve the Mariana Butte 27th Subdivision Preliminary Plat, subject to the conditions listed in Section IX, as amended on the record.*

Summary of Analysis

Midtown Homes has applied to build a 48-lot subdivision for single-family homes on vacant land on both sides of Rossum Drive along the golf course within the Mariana Butte community. The application requires a public hearing and approval by the Loveland Planning Commission for the project to be developed. This report provides the Planning Commission with information and analysis pertinent to city standards, policies, and code provisions that are applicable to the application.

Upon the review of all pertinent information, including testimony at the public hearing at 6:30 pm on Monday, January 11th, the Planning Commission must render a decision on the application based on findings specified in the Municipal Code. If a majority of Commissioners vote to approve the project, the application can proceed through the city's administrative review process and be developed. Conversely, if a majority of Commissioners vote to deny the project, the project is halted. Regardless of the Commission's decision, an appeal may be filed, which will result in a new public hearing on the application by the City Council.

The project includes 16 acres of vacant land south of W. Eisenhower Boulevard (Highway 34) and east of Eagle Ridge Court. The property is zoned Planned Unit Development (PUD). The application is requesting approval of a Preliminary Development Plan and a Preliminary Plat. A General Development Plan for the Mariana Butte neighborhood has been previously approved (1994) and specifies that "mixed" residential housing (combination of condo and patio homes) is allowed to develop on the subject property. However, it does not preclude standard single-family homes. The proposal is being presented at a much lower density than what could otherwise be achieved.

I. SUMMARY

The following abbreviations will be used throughout this report and are being provided to help clarify what each represents:

PUD: Planned Unit Development is a type of zoning that allows for the creation of zoning and design standards that are tailored to a site with this designation. This zoning is unique to a particular site or area, typically described in some form of development plan. The primary purpose of this zoning is to encourage a mixture of land use opportunities that are well integrated in creating an efficient use of land.

GDP: General Development Plan establishes the zoning, density and design standards for a PUD zoned property. The plan itself is primarily conceptual in nature, meant to provide guidance with respect to locations for different land uses within a PUD. This plan is usually prepared in conjunction with the annexation of a property as its official zoning document. This plan must be approved by City Council.

PDP: Preliminary Development Plan is typically the initial step, detailing a specific development proposal within a PUD. Its contents are reviewed against the zoning requirements of the applicable GDP. This plan must be approved by Planning Commission, subject to appeal to City Council.

PP: Preliminary Subdivision Plat is the initial subdivision of a property into more than 4 additional lots. It establishes all necessary conveyances (i.e. dedication of public rights-of-way and easements) for public and private use. This document must be approved by Planning Commission, subject to appeal to City Council.

LCUASS: Larimer County Urban Area Street Standards are standards that municipalities within Larimer County use in designing their street networks.

TIS: Traffic Impact Study is a study prepared by a traffic engineer to evaluate traffic impacts on a specific development proposal.

ACF: Adequate Community Facilities is a program adopted by the City of Loveland to ensure that community facilities needed to support new development meet or exceed defined levels of service. This includes fire protection, transportation, water, wastewater, stormwater, and power.

LMC: Loveland Municipal Code is the collection of adopted City relations, including the zoning and subdivision codes.

ESAR: Environmentally Sensitive Areas Report is a report prepared by a qualified biologist to analyze the natural environment in and around a proposed development site. Its purpose is to identify significant natural features or habitats. Conclusions and recommendations are made as a result of this report and incorporated into the City's review of a development proposal.

The applications propose to develop 48 lots for detached single-family homes. Substantial landscaping would be incorporated along both sides of Rossum Drive. Areas along the golf course, particularly along the northern property boundary would incorporate a significant retaining wall, considering the topography of the site. As the project design has evolved over the course of City review and neighborhood input, it has resulted in a majority of the lots likely to be sold for development of semi-custom to custom home builders. Midtown Homes anticipates developing some or all of the internal lots (orange color) as represented in the illustrative plan below.



A general narrative has been provided by the applicant and incorporated into the PDP package (see **Attachment 1**). The following is a review of the various components of the development proposal, analyzing each with respect to applicable City standards and the Mariana Butte General Development Plan (GDP); see **Attachment 5**.

- **Traffic:** The additional traffic generated by this development proposal has been analyzed in a Traffic Impact Study (TIS) (see **Attachment 7**). General conclusions indicate that the proposed development can be accommodated by the existing street system with some widening along Rossum Drive to install bike lanes, curb/gutter, and sidewalks. Additionally, a round-a-bout is being proposed to respond to neighborhood concerns regarding the mitigation of traffic speed along Rossum Drive. The City's Transportation Development Review office is in agreement with this conclusion. The TIS has also concluded that the City's Adequate Community Facilities (ACF) criteria will be satisfied in order to maintain acceptable levels of service.
- **Fire Access and Circulation:** The Fire Protection Division has reviewed the submitted plans and has indicated that fire protection will be served with fire trucks accessing the site in either direction along Rossum Drive. The design of all internal local streets (including curves and cul-de-sac's) will support the ability to maneuver emergency and passenger vehicles through the site in a safe and non-circuitous manner.

- **Density:** The gross density of the proposed development is 3.07 units per acre. This is right in the middle of the targeted density of 2 to 4 units per acre for LDR – Low Density Residential land uses identified in the City Comprehensive Plan. Beyond standard single-family homes, allowances established by the Planned Unit Development zoning (Mariana Butte General Development Plan adopted in 1994), also permits a combination of condo and patio home uses on the subject property. With respect to PUD zoning where a variety of residential uses can occur, residential development typically shall not exceed a gross density of 16 units per acre (LMC 18.41.040.B). The Mariana Butte GDP allows for a gross density of 8 (northern parcel) and 12 (southern parcel) units per acre. In all respects, the proposed density is lower than what could be permitted.
- **Number of Units:** The proposal consists of 48 single-family lots. A total of 48 single-family homes would be the maximum number of units permitted with this development. Unless prohibited through private covenants, the LMC would also permit by-right, accessory dwellings for each lot in excess of 10,000 square feet (approximately half of the lots in the subdivision). For those lots that are less than 10,000 square feet, accessory dwellings would be permitted through approval of a Special Review.
- **Setbacks and Building Separation:** The PDP proposes the following setbacks:
 - Front – 14 feet (20 feet to garage)
 - Rear – 6 feet (homes along Rossum Drive would be setback a minimum of 25 feet from curb)
 - Corner Side – 14 feet
 - Side – Varies (7.5 feet would be the minimum (15 feet between structures))
- **Site Access and Parking:** The PDP proposes two intersections to Rossum Drive. The intersections navigate through a network of internal local streets ending in cul-de-sac's (with the exception of Sand Hills Circle). Detached sidewalks would be installed along both sides of Rossum Drive and all local streets would incorporate attached sidewalks with a roll-over curb. Parking along Rossum Drive would be prohibited. However, parking would be allowed along all local streets and in the center of each cul-de-sac. Each home would have at a minimum two-car garage parking with additional parking in the driveway by incorporating 20 foot setbacks to the garage.
- **Architecture:** The elevations in the PDP are associated to the homes that Midtown Homes would develop on the property. As mentioned above, a majority of the lots would likely be sold to semi-custom and custom home builders. However, the minimum design standards outlined in this PDP would have to be followed. These generally include:
 - Building heights not to exceed 35 feet;
 - Garage doors shall not comprise more than 50% of the front floor façade;
 - 25% or more of the total building façade shall be brick, stone, or stucco (excluding garage doors)
 - Garage doors shall be painted to match the same color as the predominant color of the house
 - Garages that extend beyond either the front façade of the home or covered porch may do so up to 4 feet, providing the front porch is a minimum of 6 feet in depth, and;

- Rear and side elevations (particularly along Rossum Drive) shall incorporate higher levels of architectural detail, similar in nature to the front façade.
- **Landscaping and Open Space:** Canopy street trees would be installed along both sides of Rossum Drive in a linear pattern within a “park strip” between the curb/gutter and sidewalk. Additional plantings would also be incorporated in the “park strip” along the southern portion of Rossum Drive to double as a bufferyard. Because of site constraints and existing topography, this design is being implemented so that a detached sidewalk could be incorporated along the southern portion of Rossum Drive and avoid placing the bufferyard on private lots. The northern parcel had more room to work with. Therefore, the bufferyard was incorporated in an “outlot” (owned and maintained by the HOA) outside the “park strip” and any private lots. Additional landscaping would be incorporated around detention areas to accentuate these open spaces, within the round-a-bout proposed at the northeast corner of the site, and within small entry features that would include signage at both ends of the project (owned and maintained by the HOA).
- **Stormwater Design:** Surface run-off would be directed primarily to the northwest corner of the site, where a detention facility is to be located that will filter out pollutants, releasing storm water to the Big Thompson River. The drainage provisions have been reviewed and approved at this preliminary stage by the City’s stormwater engineering division. The golf course staff have also reviewed these plans relative to stormwater and accepts the design.
- **Golf Course Sensitivity:** Both the northern and southern portions of the project abut Mariana Golf Course. This relationship is important, not only to the project but the golf course as well. Naturally, this relationship can create conflicts and is more applicable along the southern portion of the project because the elevation grades of both project and golf course are similar. In mitigating such conflicts, agreements were reached to have additional land dedicated to the golf course, creating better paths along the fairway for traveling golf balls. A majority of neighbors had expressed concerns with the installation of perimeter fencing because of potential conflicts with wildlife. As a compromise, perimeter retaining walls are being proposed to give some demarcation to private lot versus golf course – helping to keep future residents off the golf course. Understanding that this solution is not a barrier to prevent such activity.

II. KEY ISSUES

From a City staff perspective, all key issues have been addressed through the review process. Key issues that presented themselves with the initial and subsequent project reviews included an attached sidewalk proposed along the southern portion of Rossum Drive with minimal landscaping, diminished architectural standards that did not include the use of higher quality materials (i.e. brick, stone, and stucco), modifications to LCUASS given the topography of the site, and working through mitigating impacts on the abutting golf course through land dedications/retaining walls.

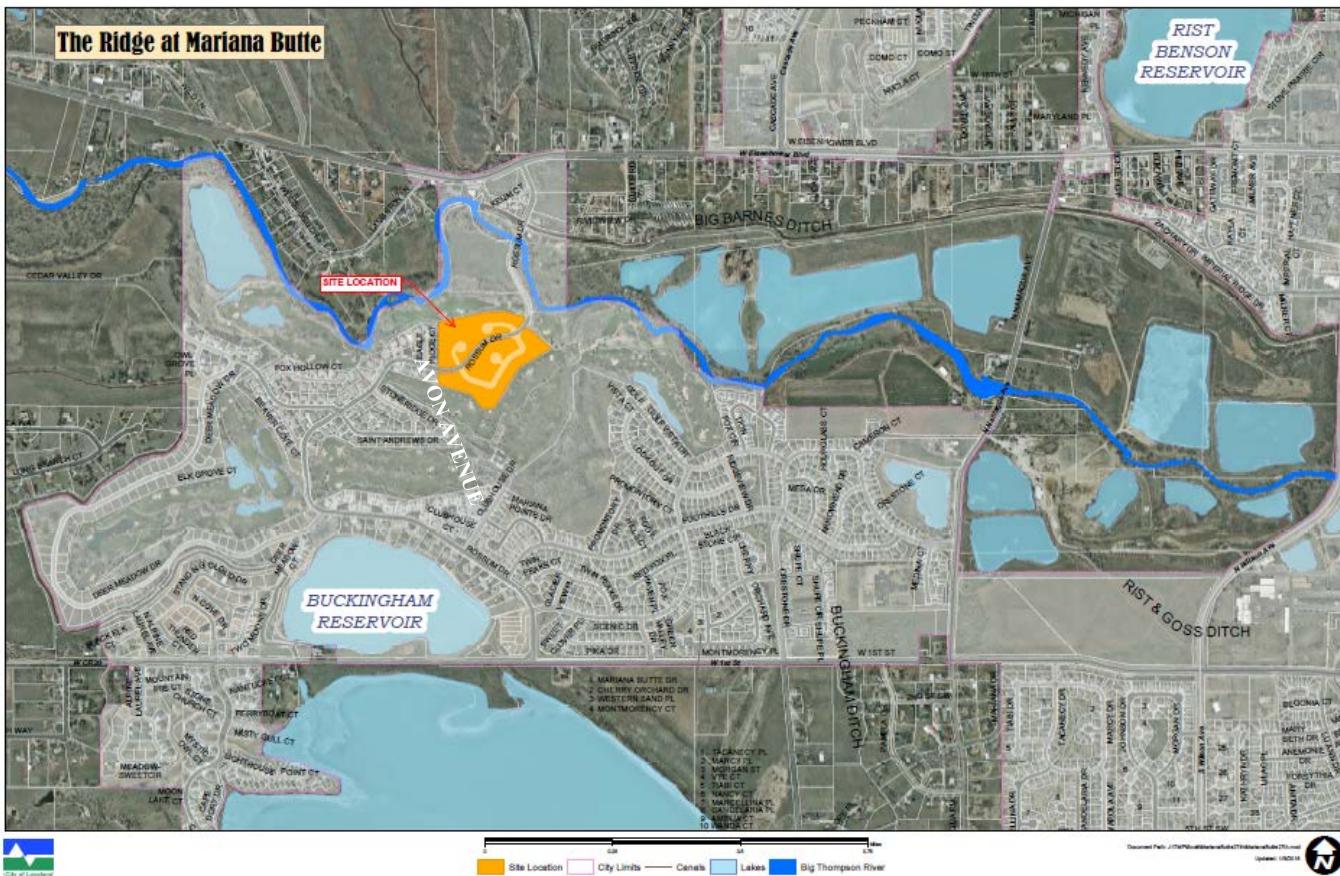
There are a considerable number of key issues expressed by the surrounding property owners. These were initially conveyed at the required neighborhood meeting, subsequent neighborhood meetings (see Section VII. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION), and have been communicated to City staff throughout review of the applications (see **Attachment 3**). Some

correspondence was intentionally left out of this communication because it was not substantive with respect to the development proposal. For example, it related to arranging meetings. The Planning Commission will likely hear from a number of concerned property owners regarding this development proposal as it relates to the nature of the builder, type of homes proposed in comparison to existing homes, density/number of units, traffic/circulation, and building configurations/architecture. The Planning Commission will also likely hear from a number of property owners that have appreciated steps the applicant has taken in responding to concerns – offering support to the project as presented.

III. ATTACHMENTS

1. Project Narrative (Provided by Applicant) (Development Plan Notes)
2. March 31, 2015 Neighborhood Meeting Summary (Provided by City staff)
3. Neighborhood Correspondence
4. Mariana Butte General Development Plan (GDP) (Approved August 31, 1994)
5. Mariana Butte 27th Subdivision Planned Unit Development (PUD) Preliminary Development Plan
6. Mariana Butte 27th Subdivision, Preliminary Subdivision Plat
7. Traffic Memorandum (excluding appendices)

IV. VICINITY MAP



V. SITE DATA

ACREAGE OF PUD SITE GROSS	16 AC
NUMBER OF PLATTED LOTS	48 (PROPOSED)
MASTER PLAN DESIGNATION	LDR - LOW DENSITY RESIDENTIAL
EXISTING ZONING	P-08: MARIANA BUTTE PUD
EXISTING USE	VACANT/UNDEVELOPED
EXIST ADJ ZONING & USE - NORTH	P-08: MARIANA BUTTE PUD – GOLF COURSE AND CITY OF LOVELAND OPEN SPACE
EXIST ADJ ZONING & USE - SOUTH	P-08: MARIANA BUTTE PUD – GOLF COURSE AND SINGLE FAMILY RESIDENCES
EXIST ADJ ZONING & USE - WEST	P-08: MARIANA BUTTE PUD – SINGLE FAMILY RESIDENCES
EXIST ADJ ZONING & USE - EAST	P-08: MARIANA BUTTE PUD – GOLF COURSE
UTILITY SERVICE	CITY OF LOVELAND

VI. BACKGROUND

In 1987, City Council approved a Master Plan and subsequently thereafter in 1994, approved a GDP for the entire Mariana Butte area (see **Attachment 4**). The Master Plan and GDP identified specific development rights associated with Mariana Butte such as locations for development, types of uses, and residential densities. These initial plans also set aside land dedications for golf course development, identified environmentally sensitive areas, and generally set the stage for development. Since approval of the Master Plan and GDP, amendments to these plans have been made over time (not affecting the subject property). Most of Mariana Butte is built-out – this being the last of the developable tracts of land currently identified in the Master Plan and GDP.

VII. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION

A. Notification: An affidavit was received from Mike McBride/BHA Design on March 16, 2015, certifying that written notice was mailed to all property owners within 900 feet of the property and notices were posted in prominent locations on the perimeter of the site at least 15 days prior to the date of the initial neighborhood meeting held on March 31, 2015. Two other neighborhood meetings followed that were not required by the LMC but supported by the applicant in responding to neighborhood concerns and alerting interested parties to the various plan changes. These meetings were held on April 29, 2015 and December 16, 2015.

Additionally, an affidavit was received from Mike McBride/BHA Design on December 22, 2015, certifying that written notice was mailed to all property owners within 900 feet of the property and notices were posted in prominent locations on the perimeter of the site at least 15 days prior to the Planning Commission hearing. In addition, a notice was published in the Reporter Herald on December 26, 2015 for the Planning Commission hearing. All notifications regarding the Planning Commission hearing stated that the hearing would be held on January 11, 2016.

B. Neighborhood Response: The required neighborhood meeting was held at 5:30 p.m. on March 31, 2015, in the City Council Chambers. The meeting was attended by approximately 120 neighbors, along with City staff and the applicant's team. A summary of the neighborhood meeting has been provided by City staff (see **Attachment 2**). Two other neighborhood meetings followed that were not required by the City but supported by the applicant in responding to neighborhood concerns and alerting interested parties to the various plan changes. These meetings were held on April 29, 2015 and December 16, 2015. (Staff was supportive of the applicant's efforts to inform residents of plan updates.)

Over the course of this project, City staff has received a substantial amount of correspondence (see **Attachment 3**). This correspondence is chronologically ordered from the most recent to those at the beginning of the project. A majority of this correspondence was received in the initial design work of the subdivision – approximately 8 to 9 months ago. The initial design was met with many concerns including but not limited to density, housing type/quality, landscape design, additional traffic on Rossum Drive, and impacts to wildlife. Through neighborhood input, the applicant did consent to a number of changes to the plan including:

- The reduction in number of lots from 56 to 48;
- The increase in lot sizes (likely resulting in more custom homes being constructed, primarily around the perimeter of the site);
- More architectural standards and inclusion of higher quality exterior materials to future homes;
- Larger building setbacks, primarily side yards;
- Improved Rossum Drive design including greater landscape buffering and detached sidewalks on both sides of street;
- Traffic speed mitigation along Rossum Drive by inclusion of a round-a-bout, and;
- Prohibition of any fencing in the development, limiting obstacles for wildlife traversing through the site.

Following the last neighborhood meeting on December 16, 2015, a majority of those who attended did acknowledge and appreciate the changes that have occurred to the project. While there are still those interested parties who continue to have concerns with the project, there are also a number who believe this is an acceptable plan. While the December 16, 2015, neighborhood meeting was not required by the City, there was apparently a problem with the mailed notice. A number of neighbors have communicated to City staff that they did not receive their notice until after the meeting had taken place. Consequently, there were individuals upset about not having the opportunity to participate in the meeting.

VIII. FINDINGS AND ANALYSIS

In this section of the report, the applicable findings contained in the Municipal Code and the Comprehensive Master Plan are specified in italic print followed by the staff analysis as to whether the findings are met by the submitted application. The Planning Commission decision to approve or deny the applications must be based on a majority vote on whether or not the findings can be met.

A. City Utilities and Services

1. Loveland Municipal Code

a. Section 18.41.050.E.2:

(i) *Development permitted by the PDP will not have negative impacts on City utilities. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff to recommend either disapproval of the PDP or reasonable conditions designed to mitigate the negative impacts.*

(ii) *Whether development permitted by the PDP will be complementary to and in harmony with existing development and future development plans for the area in which the PDP is located by incorporating public facilities or infrastructure, or cash-in-lieu, that are reasonably related to the proposed development so that the proposed development will not negatively impact the levels of service of the City's services and facilities.*

b. Chapter 16.41: *A positive determination of adequacy, or a positive determination of adequacy with conditions, has been made in accordance with Section 16.41.100 for fire protection and emergency rescue services, Section 16.41.120 for water facilities and services, Section 16.41.130 for wastewater facilities and services, Section 16.41.140 for storm drainage facilities, and Section 16.41.150 for power.*

Fire:

Staff believes that this finding can be met, due to the following:

- The proposed development will comply with the requirements in the ACF Ordinance for response distance requirements from the first due Engine Company.
- The Mariana Butte Twenty-Seventh Subdivision will not negatively impact fire protection for the subject development or surrounding properties.

Water/Wastewater:

This development is situated within the City's current service area for both water and wastewater. The Department finds that the Development will be compliant to ACF for the following reasons:

- The proposed development will not negatively impact City water and wastewater facilities.
- The proposed development is in harmony with existing and future development and incorporates public infrastructure designed so that the proposed development will not negatively impact the levels of service of the City utilities adjacent to the development.
- The proposed facilities shown on the Preliminary Public Improvement Construction Plans (PICPs) have been designed pursuant to the City's Development Standards.

PW-Stormwater:

Staff believes that this finding can be met, due to the following:

- When final designed and built, the development will not negatively impact City storm drainage utilities and will comply with the Adequate Community Services ordinance outlined in the Loveland Municipal Code, Section 16.41.140.
- No irrigation ditches traverse the site.
- The Big Thompson River FEMA floodplain/floodway encroach into the very northern portion of proposed Block 1 Lots 6, 10, 11, 12, 14 and Outlot C. The Developer is planning to raise the ground within these lots, through the FEMA approval process, in order to completely remove them from the FEMA floodplain/floodway.

Power:

Staff believes that this finding can be met, due to the following:

- The proposed development will have no negative impact on the City electric utilities. The proposed development meets the criteria for level of service as outlined in the ACF ordinance, Section 16.41.150. There are four 5" conduits located on the north side of Rossum Dr. in the southwest corner of 850 Eagle Ridge Ct. An underground vault will need to be installed at this location so that 200 amp and 600 amp cable can be extended to this point from a vault located at the intersection of Rossum Dr. and Cedar Valley Dr. From the new vault location 200 amp power can be extended to the new subdivision at the cost of the developer. A new 600 amp system needs to be extended along the north side of Rossum Dr. from the new vault location to just pass the proposed subdivision to the northeast side of the project at the city's cost. The conduits for these two projects will need to be installed simultaneously.

B. Transportation

1. **Section 18.41.050.E.2:**
 - a. *Development permitted by the PDP will not have negative impacts on traffic in the area. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff to recommend either disapproval of the PDP or reasonable conditions designed to mitigate the negative impacts.*
 - b. *Whether development permitted by the PDP will be complementary to and in harmony with existing development and future development plans for the area in which the PDP is located by incorporating public facilities or infrastructure, or cash-in-lieu, that are reasonably related to the proposed development so that the proposed development will not negatively impact the levels of service of the City's services and facilities.*
2. **Section 16.41.110:** *A positive determination of adequacy, or a positive determination of adequacy with conditions, has been made for transportation facilities in accordance with Chapter 16.41 of the Loveland Municipal Code.*

Transportation Engineering:

Staff believes that this finding can be met based on the following fact:

- A Traffic Impact Study (TIS), prepared by Joseph Delich, P.E., has been submitted with the Ridge at Mariana Butte PDP which demonstrates that the existing transportation system, can adequately serve the proposal.
- Access to the development will be provided by two new full-movement access intersections to Rossum Drive.
- The TIS has demonstrated that the operation at the US 34 and Rossum Drive intersection will meet City standards.
- The proposed development is estimated to generate approximately 626 daily trips, 50 weekday AM peak hour trips, and 63 weekday PM peak hour trips.

In conclusion, the development of the subject property pursuant to any of the uses permitted by right under the zoning district will not adversely impact any existing City infrastructure. A positive determination of adequacy for transportation facilities for the proposed application has been made under the provisions of paragraph i, above.

C. Land Use

1. Loveland Comprehensive Master Plan

Section 4.2 -Growth Management Plan – Residential Land Use

Objectives for residential land uses are provided below. Descriptions of residential land use categories are provided in Section III of this Plan.

RES1: *Orderly development which is phased and coordinated with the community's fiscal and service capacity is encouraged.*

1.A A consistent & balanced relationship between the Land Use pattern & capacity of streets, utilities, and community services should be met so that those systems are not overburdened.

1.B Urban development proposals should be contiguous to existing development within the city limits.

RES2: *Development should only be permitted where provision of facilities and services (i.e., police, fire, water, sewer, parks, schools, roads, communications systems, etc.) will be made available in a timely manner.*

RES3: *The development of a full range of housing types to meet the needs of all age and socio-economic groups is encouraged.*

RES4: *A mix of housing densities throughout the City is encouraged.*

RES5: *Quality design and compatible land use relationships with all proposed and existing developments is encouraged.*

RES6: *Residential development in areas which have been officially designated as floodplain areas is discouraged.*

RES7: *Pedestrian and bicycle friendly development is encouraged by considering among other things:*

7A. Walking or biking distance to an existing or planned neighborhood park and within easy access to a community park;

7B. Easy access to major employment centers;

7C. Walking or biking distance and safe accessibility to an existing or planned elementary school;

7D. Easy access to existing or planned neighborhood shopping centers.

RES8: *Energy-conscious land use and site planning practices are encouraged.*

RES9: *Applicable elements of the Open Lands Plan and Parks and Recreation Master Plan should be considered when evaluating in residential development proposals.*

9A. High value habitat that allows wildlife movement should be protected.

9B. Mitigation measures, such as buffer standards, may need to be taken in such areas as the Big Thompson River Corridor, designated wetlands, and identified natural areas to offset or accommodate the impacts of development.

RES10: *Residential development proposals are encouraged where appropriate to incorporate the "clustering" of units to promote open space.*

RES11: *Motor vehicle access to low density lots should be from local streets (not collectors).*

RES12: *The developer of a residential project should consider assembling available land parcels and prepare a master plan design for the larger area, rather than submit separate individual proposals.*

RES13: *Private property rights should be considered when evaluating residential development proposals.*

RES14: *Businesses and home occupations should be allowed in residential areas that are unobtrusive and compatible with residential uses.*

2. Section 18.41.050.E.2:

The PDP conforms to the intent and objectives of Title 18 with regard to Planned Unit Developments and any applicable area plan.

Current Planning: Staff believes that this finding can be met based on the following facts:

- The proposed development is anticipated to be constructed in four (4) phases that will allow proper installation of infrastructure in a sequential manner. The site is contiguous to existing development directly south and will be integrated by pedestrian connections, utility connections, and the existing Rossum Drive location.
- As part of the City Development Review Team review, a determination has been made that all facilities and services are available to accommodate this proposed development. Emergency services will be able to respond to the site in required time, all utilities are readily available and will be extended to service to the proposed development. Additionally, there is adequate capacities. No additional parks are being proposed or required as a result of the proposed development. The school district was informed of the development and has indicated that the schools which serve this area can accommodate the level of students projected with the proposed development.
- The GDP for Mariana Butte PUD does allow for a mix of housing densities to occur on the subject property in relation to existing development. The proposed development is generally in keeping with the existing development surrounding the site – by proposing single-family detached homes. However, the applicant anticipates building some smaller homes that would be similar to patio homes, offering a mix of housing types aside from semi-custom to custom homes which will likely be the predominant housing type.
- Design of the homes within the subdivision are proposed to be similar in nature to the homes in Mariana Butte. Taking into account greater percentages of higher quality exterior materials (i.e. stucco, brick, and stone), requiring earth tone colors, and giving allowance to semi-custom and custom homes.
- The site is within proximity to the Big Thompson River and does have a designated floodplain along the northern boundary. A few of the proposed lots are impacted by this floodplain. However, the applicant is proposing to raise the ground through a FEMA process, not impacting the ability to develop the subject lots or project as proposed.
- The pedestrian and bicycle friendly aspect of development is incorporated into the proposal. For example, Rossum Drive which connects to existing development, would be designed with detached sidewalks on both sides, separating pedestrians further from the street. Additionally, both sides of Rossum Drive would include bike lanes. All internal local streets would include attached sidewalks and there are a few internal trails proposed that would give good pedestrian access throughout the subdivision. By design, this area of Mariana Butte is separated from major employment centers, schools, and neighborhood shopping centers. Rossum Drive is the main collector that provides access through the development to these types of uses. Consequently, from a pedestrian and bicycle aspect, much attention was given to the design of Rossum Drive.

- Elements for energy-conscious land use and site planning are seen in the proposed plan by way of incorporating canopy street trees along Rossum Drive that over time will help shade portions of hardscaped and asphalt areas. Maximizing building setbacks and not allowing fencing, to create more light coming into areas of the subdivision.
- This particular site is identified in the Open Lands Plan as Natural Area Site #67. It does not have a high habitat rating (3 out of 10). However, based upon an environmentally sensitive areas report, City staff is recommending some mitigation measures on existing habitat that includes removal of a black-tailed prairie dog colony and replacement of native trees/shrubs lost.
- The size, configuration, and topography of the subject property does not lend itself well to “clustering”. However, open spaces were designed to create the most benefit to future and surrounding property owners by focusing open spaces along Rossum Drive, in detention facilities where needed, and dedicating additional land to the golf course. It is however important to note that open space within Mariana Butte was satisfied by the donation of land.
- All vehicular access to individual lots is from internal local streets. No access is permitted from Rossum Drive except for a shared access at the southwest corner of the site for three (3) lots that would have the same orientation to Rossum Drive as existing developed lots do to the south.
- A Master Plan for Mariana Butte was developed. This proposal is in conformance to the Master Plan and GDP as adopted.
- The private property rights of the applicant were taken into consideration with the City’s review. All applicable code requirements, provisions, and standards were applied to the development to the best of the City’s knowledge.
- Because Mariana Butte is a PUD, separate covenants are developed for each individual area. The City does not regulate or enforce covenants. However, if covenants either do not prohibit home based businesses/home occupations or are silent on the matter, these types of uses would be allowed providing they comply with the City’s home occupation standards.

3. **Section 18.41.050.E.2:** *Development permitted by the PDP will not have detrimental impacts on property that is in sufficient proximity to the PDP to be affected by it. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff recommend either disapproval of the PDP or reasonable conditions designed to mitigate the negative impacts.*

4. **Section 16.20.030:** *The subdivision does not create, or mitigates to the extent possible, negative impacts on the surrounding property.*

Current Planning: Staff believes that this finding can be met due to the following:

- Through significant efforts in working to address neighborhood concerns and incorporating design elements such as similar lot sizes abutting existing development, buffers from existing residential development, and reduction in density are mitigating measures that were incorporated into the PDP to reduce negative impacts on surrounding property. Additionally, land is being dedicated to the golf course, in an effort to mitigate the relationship of home owners and golfers.

5. **Section 18.41.050.E.2:** *Development permitted by the PDP will be complementary to and in harmony with existing development and future development plans for the area in which the PDP is located by:*

- Incorporating natural physical features into the PDP design and providing sufficient open spaces considering the type and intensity of proposed land uses.*
- Incorporating site planning techniques that will foster the implementation of the Loveland Comprehensive Master Plan.*
- Incorporating physical design features that will provide a transition between the project and adjacent land uses through the provisions of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures.*
- Incorporating an overall plan for the design of the streetscape within the project, including landscaping, auto parking, bicycle and pedestrian circulation, architecture, placement of buildings and street furniture.*

6. **Section 16.20.030:** *The subdivision provides desirable settings for buildings, protects views, and affords privacy, protect from noise and traffic, and uses resources such as energy and water in keeping with responsible resource stewardship.*

Current Planning Division: Staff believes that this finding can be met due to the following:

- The PDP does include an attractive entryway into the site by way of landscape and the anticipation of project identification signs. It is further demonstrated along Rossum Drive by inclusion of a round-a-bout to mitigate traffic speeds and further landscape design to give an aesthetic appeal to the subdivision. The Rossum Drive design is also functional by separating pedestrian and vehicle conflicts through detached walks along both sides. The widening of Rossum Drive will also incorporate bicycle lanes on both sides. Building design is an important factor, especially with some of the homes backing onto Rossum Drive. Consequently, a higher level of architectural design, similar to the front façade would be incorporated.

7. **Section 18.41.050.E.2:** *The PDP complies with applicable land use and development regulations in effect as of the date that the GDP was approved and any land use and development regulations adopted by the City after that date if the Planning Division and Planning Commission expressly find that compliance with such regulations is necessary to protect public health, safety, and welfare.*

Current Planning Division: Staff believes that this finding is not applicable due to the following:

Attachment 4 is the GDP applicable to this site in Mariana Butte. The land use is identified as mixed residential, offering a variety of housing choices and greater densities. The proposed development is in keeping with the nature of existing surrounding development in an effort to speak to neighborhood concerns and establish compatibility.

8. **Section 16.20.030:** *The lots and tracts are laid out to allow efficient use of the property to be platted.*
9. **Section 16.24.050:** *All lots comply with the standards set forth in the GDP and, to the extent practical, lot lines are at right angles to the street line or at right angles to the tangent of the curve of the street line.*

Current Planning Division: Staff believes that this finding can be met due to the following:

- Lots and tracts are laid out to allow an efficient use of the property and maximize open space.

10. **Section 16.24.120:**
 - a. *Landscaping complies with the requirements set forth in the GDP and buffer yards required pursuant to the GDP are within separate tracts of land, separate from individual residential lots.*
 - b. *Street trees are located in compliance with the City's Site Development Performance Standards and guidelines, unless waived by the Director.*
 - c. *The subdivision plat includes open space fields in compliance with the requirements set forth in Section 16.24.150, unless waived by the Planning Commission. The open space play fields are designed with respect to size, dimension, topography, and general character to be suitable for outdoor play activities*

Current Planning Division: Staff believes that this finding can be met due to the following:

- Landscaping will comply with the requirements set forth in the City's Site Development Performance Standards by including landscape buffer yards around the perimeter of the site and Rossum Drive.

D. Environmental Impacts:

1. **Section 18.41.050.E.2:** *The PDP incorporates environmentally sensitive areas, including but not limited to wetlands and wildlife corridors, into the project design. "Environmentally sensitive areas" are defined in Section 18.41.110 as: slopes in excess of 20%; floodplain; soils classified as having high water table; soils classified as highly erodible, subject to erosion or highly acidic; land incapable of meeting percolation requirements, land formerly used for land fill operations or hazardous industrial use; fault areas; stream corridors; estuaries; mature stands of vegetation; aquifer recharge and discharge areas; habitat for wildlife; and other areas possessing environmental characteristics similar to those listed above.*

Current Planning: Staff believes that this finding can be met based on the following facts:

- The subject property does not include any mapped wetlands (a wet meadow was identified at the northwest corner of the site) or designated wildlife corridors. However, wildlife is abundant on the site and the applicant is proposing design elements to mitigate impacts. These include no fencing within the subdivision and greater building separations to allow

wildlife to pass through more freely. There are areas on-site that would be considered environmentally sensitive. For example, a floodplain along the northern portion of the site. A portion of the floodplain is proposed to be raised through a FEMA approval process that encumbers five (5) lots. Otherwise, the remaining portion would not include any development (other than a detention pond). There are slopes on-site that exceed 20%. These are also located at the northern portion of the site. To the northwest and off-site these slopes will be maintained but other areas, primarily the northwest lots and around Meadow Ridge Court are proposed for fill in order to develop. A geotechnical report and environmentally sensitive areas report were prepared for the proposed development. These reports found that soils are generally consisting of silty, gravelly sand with some sandy gravel clay. These soils are considered low swelling or non-expansive allowing for footing and pad-type foundations. Ground water was encountered during some test drilling locations at depths of 6 and 10 feet. Based upon findings in the environmentally sensitive areas report, City staff is recommending conditions to mitigate additional impacts on environmentally sensitive areas, primarily the replacement of native trees/shrubs lost during construction.

IX. RECOMMENDED CONDITIONS

Preliminary Development Plan

Current Planning

1. The Home Owners Association (HOA) shall be responsible for maintaining all landscaping located in on-site common open space areas (including detention facilities) and all landscaping within the right-of-way (including both sides of Rossum Drive and within the round-a-bout). Maintenance shall include but not be limited to replacement of dead/dying/damaged plantings, pruning of all plantings, weed mitigation, and insuring detention facilities are kept clean/working properly.
2. The Home Owners Association (HOA) shall be responsible for snow removal on sidewalks located along both sides of Rossum Drive.
3. All construction traffic shall enter the subdivision from the north end along Rossum Drive via W. Eisenhower Boulevard. Construction traffic will be prohibited from entering the site through developed portions of Mariana Butte via Rossum Drive to the south.
4. Details including height, size, color, materials, and placement of proposed project identification signs shall be provided with submittal of the Final Development Plan for review and approval.
5. Homes that have back sides facing Rossum Drive shall include additional architectural elements, similar in nature to the front of the home. This can include but not limited to the use of exterior materials such as stucco, brick, or stone applied to the back of the home equal or greater to that of the front of the home, covered patios, façade recesses/projections, or other similar architectural elements found on the front façade.

PW-Transportation:

1. All public improvements shall comply with the Larimer County Urban Area Street Standards (LCUASS).
2. The developer agrees to acquire and dedicate, at no cost to the City, any rights-of-way necessary for the required street improvements associated with this development.
3. Prior to the issuance of any building permits within the Ridge at Mariana Butte Twenty Seventh Subdivision, pursuant to the provisions in Section 16.40.010.B of the Loveland Municipal Code, the Developer shall design and construct all street improvements as shown in the City approved Public Improvement Construction Plans (including curb, gutter and sidewalks) unless already designed and constructed by others.
4. All landscape and irrigation improvements in the roundabout are to be maintained by the developer in perpetuity.

Parks and Rec:

1. This property contains Tracts R and S of an Agreement dated August 31, 1994. The agreement notes the following conditions that apply to the development of this property:
 - A. Payment of Development Fee to City of Loveland: The shoreline fee shall be paid prior to approval. The fee shall be paid in full. The option to pay per lot has expired, as noted in the agreement.
 - B. Easements: Please note that “crossings through the Golf Course property will be made at the time of year when play is at a minimum, generally between November 1 and March 1”.
2. The Adjoining House Agreement is required to be signed by all surrounding property owners to the golf course. This agreement allows the City to no be liable for any damage to property from golf balls.
3. This property contains a portion of Natural Area Site #67, which has a rating of 3 out of 10 for overall habitat value in the City’s Natural Areas Sites report (2008). Detailed maps, ratings, and descriptions of each natural area site are available in the Natural Areas Sites report:

<http://www.cityofloveland.org/NaturalAreaSites>

Findings from the submitted Environmentally Sensitive Areas Report (ESAR) indicate the following conditions of approval:

- A. Per the ESAR Submitted: “Prior to construction or site disturbance the black-tailed prairie dog colony should be removed by a state licensed contractor. If the prairie dog control/removal (or site grading) is scheduled for the period of burrowing owl activity (March 1 to October 31) a burrowing owl survey should be completed (by a qualified wildlife biologist) immediately prior to prairie dog control. This survey should be completed according to Colorado Division of Parks and Wildlife guidelines. If burrowing owls are present the Colorado Division of Parks and Wildlife should be consulted.”
- B. Per the ESAR submitted: “Native trees and shrub thickets disturbed/lost along the north site boundary would be replaced by plantings in the open space area in the northwest site corner

(detention pond area). Plantings would replace lost trees at a ratio of 2:1 using native cottonwood and Willow trees. Plantings would replace shrub thickets by planting the approximate same square footage that was lost due to grading. Shrub thicket plantings would be of native species (skunkbrush sumac, mountain mahogany, rabbitbrush)."

The ESAR submitted will need to be revised as it did not include a wetland delineation. This is a requirement of all ESAR submittals where potential wetlands are present. A wet meadow was indicated in item 3.1 of the report. The ESAR also needs to be updated to comply with the most recent Open Lands requirements which are now listed in the 2014 Parks & Recreation Master Plan (the 2003 Open Lands Plan is no longer being used).

4. A portion of Outlot D is located on a segment of land where an easement was intended, but never recorded. The easement would allow continued use of the practice course and would provide value to future residents. The easement shall be recorded prior to approval.

5. This item is contingent upon obtaining the easement listed in item 4 above:

The Parks & Recreation Department will allow the developer to utilize the golf cart path as a maintenance access to the proposed detention pond (Outlot C) in exchange for the easement noted above in Outlot D. The pedestrian access to the golf course shall remain the property of the development. If an agreement cannot be reached, an alternate maintenance access will need to be included with the Final Development Plan.

6. This item is contingent upon obtaining the easement listed in item 4 above:

Per discussions with the applicant, the Parks & Recreation Department has agreed to allow construction of retaining walls on our property (near the tee of Hole #15). The cost to construct and maintain the retaining wall shall be at the developer's expense. A maintenance agreement or a copy of a development agreement stating that maintenance of the retaining wall will be the responsibility of the development.

7. This item is contingent upon obtaining the easement listed in item 4 above:

The developer will be responsible for replacing the trees (item 3B above) that would need to be removed to construct the retaining walls noted in item 6.

8. A pedestrian access from the development to the golf course is shown in Outlot D. This access shall be maintained by the development.

9. All site grading and drainage improvements shall be located within the private development.

10. Off-site improvements (storm drain system) should be designed at a level that does not conflict with the elevation of the irrigation mainline.

PROJECT NARRATIVE

(Development Plan Notes)

OVERALL DEVELOPMENT DESIGN CONCEPT

The Ridge subdivision is the development of one of the last remaining internal parcels of the Mariana Butte General Development Plan. Surrounded by the golf course, the single family detached development implements the intended purpose of Tracts R and S in the GDP.

PUBLIC AND PRIVATE UTILITIES

POLICE City of Loveland

FIRE AND RESCUE City of Loveland

SCHOOLS Thompson School District RJ2

PUBLIC FACILITIES PROVIDERS

WATER City of Loveland Service - 12" water line along Rossum Drive will be the primary source of the looped water services within the development.

SEWER City of Loveland Service - Sewer lines will be tied into existing manholes in the northwest portion of the site.

ELECTRIC City of Loveland Service - Service exists along Rossum Drive and will be extended along the new streets.

GAS Xcel Energy Service - Service exists along Janus Drive and will be extended along the new streets.

TELEPHONE Century Link Service - Service exists along Rossum Drive and will be extended along the new streets.

STORM DRAINAGE

On-site storm drainage will be routed to the proposed detention ponds in the development. Conveyance will be accomplished via a system of surface swales, roadways, inlets, and subsurface piping.

LANDSCAPING/FENCING

Edge Treatment:

The development is bordered by the Mariana Butte Golf Course on three sides. The north side is elevated and will overlook the course. The south edge is along the fairway and will be bordered by an ornamental fence for separation from the course. The west edge borders existing houses.

Local Streetscape:

Along streets, lots shall be planted with a minimum of one street tree per lot frontage. The bufferyard concept for this development is a secondary row of trees along Rossum, providing a dense tree canopy along the collector road. A variety of street tree species shall be used throughout the development for visual interest and horticultural stability, thus creating a canopy effect as the project matures. The homebuilder of each lot shall install the private yard street trees before the issuance of the Certificate of Occupancy or shall be responsible for posting proper financial security as required by the city of Loveland, for required trees.

Common Areas/Open Space:

The Open Space areas shall include native grasses and xeric plantings and shall be incorporated into the detention areas and outlots. There are corners of the property that will be deeded to the golf course and landscaped according to their requirements. Common open space areas, fences, landscape within the public right-of-way, and entry features shall be planted and irrigated by the developer and maintained by a common Homeowners Association.

Fencing:

Fencing is not allowed in the development with exception of a barrier fence that will be provided by the developer to prevent access to buffer outlots.

IMPLEMENTATION

A declaration of covenant, controls and restrictions shall govern the Single Family Detached portion of the The Ridge at Mariana Butte Subdivision. There also exists a master declaration of covenant, controls and restrictions that shall govern the entire Mariana Butte Subdivision and shall outline the sharing of common open space and recreational amenities. The project is proposed to be built in four phases and take approximately 2 years for full build out.

MARIANA BUTTE 27TH SUBDIVISION NEIGHBORHOOD MEETING SUMMARY

(Neighborhood Meeting was held on March 31, 2015)

On Tuesday, March 31, 2015, a neighborhood meeting was held at the City of Loveland Municipal Complex (City Council Chambers), 500 E. 3rd Street, for a proposed development of 57 single-family detached patio homes on Tracts R and S – Mariana Butte First Subdivision. Over 100 neighbors were in attendance along with the applicant for the project (including their consultant team) and a member of City staff. The meeting began at 5:35 p.m. with an introduction by City staff. The applicant presented their project followed by questions, comments, and feedback given from neighbors. The following is an outline summary of the neighbors questions, comments, and feedback, categorized under specific key areas relative to the project as presented:

Concerns with Midtown Homes

- Was there a market study done to warrant this type of development and use at this location? (Answer) No. What potential buyers are interested in this type of development – who is this marketed towards? (Answer) Most likely empty nesters or people looking for less maintenance responsibility.
- What is the price point for the homes proposed? (Answer) tentatively looking at \$400K to \$600K. Some residents feel \$600K and above is more in-line with neighborhood.
- Building setbacks are too small. Especially, side yards with 5 foot setbacks. Larger building setbacks need to be considered.
- This proposal is not compatible with the Reserve. Larger lots, especially backing to existing homes need to be considered.
- Higher level of architectural treatments should be considered on the homes. Tulip Creek was generally considered a good example. Elements from Tulip Creek are being considered with this development.
- Concerned about this project impacting property values. Some residents believe the duplexes built within Mariana Butte would be a better choice of development here.
- What is the appearance of this subdivision going to look like from the Mariana Butte golf course and clubhouse? (Answer) An artistic illustration was provided at the neighborhood meeting showing the view from down on the golf course.

Traffic and Circulation

- On-site traffic patterns are of concern to the neighborhood.
- Neighbors believe that the amount of traffic generated from this development will have a negative impact to the area and that Rossum Drive is not designed to accommodate such traffic. Additionally, it is believed that intersection improvements are warranted at W. Eisenhower Boulevard and Rossum Drive.
- Considerations should be given to re-aligning Rossum Drive (as presented by previous developer) and possibly incorporating a round-a-bout to help slow traffic.
- Rossum Drive is not a safe street. Too many blind spots. Vehicles speed down the street creating unsafe conditions. Mariana Butte only has two ways out – north on Rossum Drive to W. Eisenhower Boulevard and south on Rossum Drive to W. 1st Street. This is a problem, especially when adding more vehicles. Can the City acquire the road connecting from Cedar Valley Drive to N County Road 23H? (Answer) Ken Morey from the neighborhood responded that this would not be an option for the City because the easement was vacated through the County. The road is private.
- With the cul-de-sacs, will sufficient emergency access be provided throughout the subdivision? (Answer) Yes, the City of Loveland Fire Department requires appropriate emergency access provisions in considering any subdivision.
- There is a lot of cyclists that use Rossum Drive. They are going to be impacted by the traffic this development will create.
- Construction vehicles should not be permitted to access the site through existing residential areas. Can the City place a condition on this project limiting construction vehicle access from W. Eisenhower down Rossum Drive only? (Answer) Yes, and applicant is agreeable to doing so.
- Generous building setbacks need to be applied along Rossum Drive. Twenty-five feet should be the minimum.

Parking

- The proposed density is going to create parking spill-over onto the streets.
- Will there be enough room for vehicles to park in driveways? (Answer) Yes, City requires a minimum of 20 feet from garage to sidewalk. Too many people have large pick-up trucks that will not fit within this space. Large pick-up trucks will be a problem.
- There is no designated guest parking. Given that the residents will likely have guests, additional guest parking should be provided. What are the City parking

requirements? (Answer) The project would be required to provide 2 parking spaces per unit.

- How many garage spaces will the homes have? (Answer) Two car wide garages with the option of creating a third tandem stall.

Building Configuration and Architecture

- Some neighbors had concerns about the level of architectural elements and exterior materials compared to other homes in Mariana Butte. Midtown is proposing homes for example that do not include the higher level of design and treatments such as tile roofs, stone/brick/rock/stucco, and architectural detail seen in semi-custom and custom homes. Conversely, some neighbors felt that if the homes were similar in design to those currently being built in Tulip Creek, this would fit in well with Mariana Butte.
- Homes are too close together. Larger setbacks should be required, especially at the side yards. A 5 foot side yard setback is too narrow.
- This subdivision will have a negative visual impact as seen from the Mariana Butte Golf Course Club House.
- Some neighbors felt that the inclusion of a pool was a bad idea. It could cause more traffic and congestion problems. Consideration should be given to eliminate the pool and replace it with a little pocket park.
- How many different home models are being proposed? (Answer) The applicant is contemplating 6 different models at this time.

Landscaping

- Is fencing being proposed around the perimeter of the site? (Answer) No. Concerns were raised about the type and location of fencing. For example, fencing along the back of lots that face the golf course and along Rossum Drive should not be privacy fencing and should include an attractive design. No fencing by some was the preferred option. Fencing creates obstacles for the wildlife that traverses through this area.
- Landscaping along Rossum Drive should include required City bufferyards to create a cohesive streetscape.
- Greater separation in the form of a landscape buffer from the lots abutting the Reserve should be included. Homes are too close to the Reserve lots.

- Attractive landscaping should be provided at the north end of the development along the proposed retaining wall abutting the golf course. (The applicant had a illustration showing this.)
- What type of street lights will be included along Rossum Drive? (Answer) City staff will need to determine this through the project review. Nothing has been determined at this time.

Utilities/Stormwater/Detention

- Where is the detention pond for this project? And how will stormwater runoff be designed? (Answer) There currently is a detention pond located at the northwest corner of the site. Runoff will be conveyed through a series of channels and underground pipes that will day-light out onto the golf course to the north.
- Will this development affect water pressure in Mariana Butte? (Answer) Generally speaking, no it will not. The City has to assure that adequate service (i.e. water) can be provided.

Other

- This site has a lot of wildlife that moves through it – particularly herds of elk. Building setbacks are too close to allow wildlife to continue moving through the area. Fencing will also create obstacles for them. Is the City requiring any type of wildlife corridor or mitigation relative to this development? Where will the wildlife go? (Answer) These parcels are not designated environmentally sensitive areas per the City's Natural Inventory Plan. Development that has already occurred in Mariana Butte continues to push wildlife in different directions. It is hard to determine where wildlife will go. This site is designated in the Mariana Butte General Development Plan for mixed residential development. It has never been earmarked as a wildlife preserve or sensitive area much like the developed areas of Mariana Butte.
- Some neighbors fell as though The Mariana Butte General Development Plan is an outdated development plan that is no longer consistent with today's trends. The plan needs to be readjusted. Why won't the City do this? (Answer) The Mariana Butte General Development Plan is a vested document that master planned the Mariana Butte Golf Course and development opportunities around it. It is not the City's role to subjectively change master plans. Rather, when concerns about compatibility are raised, it is the City's responsibility to identify them and allow decision makers (i.e. Planning Commission and/or City Council)

to evaluate. It is also a reason behind this process of neighborhood involvement to where all points of view can be heard.

These comments are in support of The Ridge at Mariana Butte

RECEIVED
1-4-16

My name is Ken Morey. This letter concerns the proposed development known as The Ridge at Mariana Butte. My family and the partnership we represented were one of the original four parties in the Golf Course Agreement.

Between 1984 and 1987 I attended all of the meetings and negotiated with the other parties and the city staff concerning the Mariana Butte Golf Course agreement. In 1987 the City Council approved the agreement and approved the Master Plan for the Mariana Butte P.U.D.. In exchange for the donation of land for the golf course, the donation of all water and storage rights, and the donation of \$250,000.00 in golf course frontage fees in order to fund the improvements including the club house and maintenance building; the four land owners were given the vested right to develop their land as mixed use developments. The Ridge at Mariana Butte property is one of those developments. Additionally, all open space requirements were satisfied by the donation of land.

As the developer of the adjoining subdivisions known as The Reserve at Mariana Butte I understandably have an interest and strong concerns about the quality of the neighboring development. I also live within The Reserve at Mariana Butte.

My first concern is the appearance along Rossum Drive as you traverse the development. All of the developments bordering Rossum Drive have homes setback at least twenty five feet from the right of way for Rossum Drive. I believe these setbacks need to be continued and all lots backing onto Rossum Drive need to have exceeded the required buffer yards in this development. I believe the design of the proposed development has adequately met this concern.

My second concern is the continuation of the detached 10' wide path for, bikes, carts, and maintenance equipment along the north side of Rossum Drive. This path incorporates a tree lawn with turf between the path and the street. This path is critical to keep the golf carts and small maintenance equipment for the golf course off of Rossum Drive as much as possible. This and the use of the path by golfers during the flooding of holes 15 through 18 is an important safety concern in my opinion. I believe the design of the proposed development has not only met but exceeded this concern. The developer has also included a detached path along the south side of Rossum Drive. I believe this path will help buffer the back yards of the lots backing onto Rossum Drive, making the back yards appear further from the street.

My third concern is that Mariana Butte has always been viewed as a community with openness, wildlife, and views. The amount and diversity of wildlife is tremendous and widespread. My creation of The Morey Wildlife Reserve at Mariana Butte was a direct result of this abundance of wildlife. It was the first property within the Mariana Butte P.U.D. to be set aside for wildlife and open space. Since then the city has acquired several other parcels for this purpose and has plans for even more. The long range city planner, previous city councils, and I recognized this and when I developed The Reserve at Mariana Butte fences were prohibited. Courtyards were acceptable as long as they did not create a major impact to the movement of the wildlife. This was accomplished by the restriction on the length of courtyard walls. The proposed development is located as close to the Big Thompson River as The Reserve at

Mariana Butte. It is also located between the river and the butte. The allowance of fencing in the development would not only impact the wildlife, it would force their movement through and between the homes located within The Reserve at Mariana Butte and throughout the golf course. I believe all fences within the proposed development should be prohibited. It is my understanding that the developer has agreed to this, therefore I have no problem with this development again.

My fourth concern is for the neighboring lots within The Reserve at Mariana Butte. I believe the lots in the proposed development located along the western edge of the development should be of the same approximate size and should have the same rear and side setbacks as the neighboring lots within The Reserve at Mariana Butte. I believe this is necessary as to create harmony between the two developments. My understanding is this has been included in the design and therefore I have no objection again.

I can honestly say that if these concerns continue to be addressed; I am in support of this development. I have a couple other points I would like to mention.

The developer has proposed and the transportation department has agreed to a roundabout located at the eastern intersection within the development. I totally support this at the location proposed provided it has landscaping. The grade on Rossum Drive at the golf cart crossing located to the northeast of this roundabout is dangerous. The street has a negative grade across it for flooding and when snow packed or wet causes vehicles to skid off of the road. Golfers, either walking or riding in a cart, along with golf course maintenance equipment cannot see far enough around the curve to always safely cross the street and because of the development additional wildlife will tend to cross in this area. Drivers typically cross the yellow line while driving too fast and have to slam on the brakes. The construction of the roundabout where proposed will tend to slow down the drivers in this critical area. Placing the roundabout at the other intersection does nothing to mitigate the problem.

The last point I think needs to be said is one of density. The density of The Reserve at Mariana Butte is 2.59 dwellings per acre. The density of St. Andrews is 3.35 dwellings per acre. The portion of the proposed development on the north side of Rossum Drive has a proposed density of 2.81 and the portion south of Rossum Drive has a proposed density of 3.25 dwellings per acre. The proposed development in its entirety has a density of 2.82 dwellings per acre. This amount is slightly more than the Reserve at Mariana Butte and the equivalent of four dwellings less than that of St. Andrews. Again I believe this to be acceptable. The design standards of the homes will be no less than those found within St. Andrews.

In closing I believe this to be an acceptable development for this location. This land is the last ten percent of the Mariana Butte P.U.D. on the west side of the butte. It would be nice to have this last piece completed with homes, landscaping, curb and gutters, and sidewalks.

Thank you for your attention.



Kenneth L. Morey
5415 Cedar Valley Drive
Loveland, CO 80537

December 22, 2015

Troy Bliss, Senior Planner
City of Loveland – Planning Division
500 East Third Street, Suite 310
Loveland, Colorado 80537

Troy,

This letter involves The Ridge at Mariana Butte and the legal requirement to notify neighboring property owners of a proposal to develop adjacent land. Such notice was not provided by Midtown Homes to the homeowners in the St. Andrews neighborhood although the requirement to do so was clearly stated at the first meeting on March 16, 2015. Consequently only two St. Andrews homeowners attended the neighborhood meeting for discussion of the revised proposal on December 16, 2015.

So far, only two homeowners have received the enclosed letter dated December 7, 2015. I have not received the letter. The letters were postmarked on December 15th and received by the homeowners on December 17th, the day after the meeting. That was likely done intentionally, especially since the letter was not even dated early enough to allow mailing or actual receipt fifteen days prior to the meeting.

I have been the President of the St. Andrews Owners Association for the past ten years and am very familiar with what goes on in the neighborhood. Developers relentlessly pressure the City Planning Division and City Council to reduce the procedures and time (and therefore thoroughness) for review of proposed building projects. I believe that the Planning Division personnel usually do the most professional job they can under the current time constraints. Their role involves protection of the entire community from inferior quality, poorly planned, improperly constructed and unsafe development. The Planning Division needs all of the resources it can acquire to do an excellent job in meeting that objective including personnel, equipment, budget, appropriate processes, time and legal support.

It appears that more attention may need to be given to assuring that developers provide adequate notice to adjacent neighborhoods regarding proposed development projects. Otherwise, I thank you, Troy, for the excellent job you have done at the meetings on the Ridge at Mariana Butte project proposed by Midtown Homes.

Sincerely,



John L. Lesmeister
5174 Stoneridge Drive
Loveland, Colorado 80537

UPDATED DATE AND LOCATION



Neighborhood Meeting Notice Letter

Date: December 7, 2015

Dear Property Owner:

The following is an update to the notice that a neighborhood meeting will be held to discuss a development proposal in your neighborhood:

Project Name: Mariana Butte 27th Subdivision

Meeting Date: Wednesday, December 16th

Meeting Time: 6:00 p.m.

Meeting Location: City of Loveland Public Works Administration (PWA) Building
2525 West 1st Street, Loveland, CO 80537

Application Type: Preliminary Development Plan

Description of Project: Proposed development of 48 homes on Tracts R and S in the Mariana Butte General Development Area

Legal Description: Being a Replat of Tracts R and Q of Mariana Butte PUD First Subdivision, Situate in the Northeast Quarter of Section 17, Township 5 North, Range 69 West of the 6th P.M., City of Loveland, County of Larimer, State of Colorado

In addition to the neighborhood meeting, there will be further opportunities for you to participate in the decision making process. This application will require a public hearing, for which you will receive an additional notice by mail listing the date, time and location for the hearing. The notification list of affected property owners is supplied by the applicant and derived from current records of the Larimer County Assessor's Office. As those records are not always current, please feel free to notify your neighbors of this meeting date so all may have the opportunity to participate.

If you have any questions regarding the proposed project, please contact Eric Holsapple at Midtown Homes. If you have questions regarding the City process, contact Troy Bliss at (970) 962-2579.

Sincerely,

Eric Holsapple
Midtown Homes
(970) 667-7000

Troy Bliss

From: Cat Curtis <lcccdlc@msn.com>
Sent: Monday, May 11, 2015 1:12 PM
To: Troy Bliss
Subject: Mariana Butte Development

Dear Troy,

It was good to talk to you at the past planning meeting for the Eric Holesapple development in Mariana Butte.

Please forward these concerns to the City Commission and developer Eric Holesapple.

1. As Loveland City commissioners, please represent the homeowners view of PRESERVING the integrity of the number one municipile golf course in this Tri-city, Northern Colorado area. As you know Mariana Butte brings tourist dollars to Loveland based on it's reputation of pristine views. These views are majestic from the upper level clubhouse and signature hole number 14. Please be thoughtful to maintain the wildlife, ecosystem and present value by meeting or exceeding the value of existing homes. Custom homes should be maintained along the fairways of 18, 10 and 14.
2. Too many homes are slated by the developer - 50. Be very cautious that at the base of hole #14, there is NO ROOM to house 3 homes as proposed by the developer. I suspect he is not a golfer or he would know that location is subject to many golf balls hitting the northern most lot by 14 green. Reduce the number of homes in this location.
3. The proposed housing style and exterior materials is not condusive to the existing homes. I propose the developer use STUCCO siding. Mr. Holesapple indicated another developer of Buckingham Shores, on the East side of Buckingham lake, went above and beyond to use stucco and tile roofs. This was developed by John Baxter. Mr Baxter saw that reducing the density and raising the quality was THE RIGHT THING TO DO in order to maintain the integrity of the area.
4. The split rail fence proposed by the developer is not the right fit. I propose the wrought iron fence with separations to allow elk migration, or a short stucco wall, as exists with other sections in the area.

I URGE you to insist on the same by Mr. Holesapple in order to meet or exceed the existing structure and value to the Corridor of Mariana Butte. This is the last development of this most prestigious entry to Mariana Butte. The proposed siding and style is condusive to East Loveland and not a fit in this community.

What you do to this will be done forever and can not be undone. Make it right the first time and do the right thing.

5. I fail to see how the city council represents "the homeowners" as elected and how they value and preserve of this most prestigious gateway. Perhaps they will address this at the next meeting.

6. Please address the proposal of a tunnel for the golf carts to pass under Rossum to gain access to #15 tee.

Thank you very much.

C. Curtis, homeowner within Mariana Butte

Troy Bliss

From: Rick Grondin <takithom@yahoo.com>
Sent: Sunday, May 10, 2015 2:34 PM
To: Robert Paulsen
Cc: Troy Bliss
Subject: Developement on Rossum under consideration

Our community has had two neighborhood meetings with the developer of the property on Rossum Drive, which Midtown Homes wants to put in 50 plus units. Many of the neighbors are concerned on the density, safety, and quality of homes, which Midtown wants to put in. In our last meeting Eric mentioned he would like to increase the amount of fiber board from 15% to 25%. This really is something I believe the folks on the board need to consider stopping for sure. Quality going down, is just not expectable. Mariana Butte is a community built around one of the nicest golf courses in Colorado. And a signature property for the City of Loveland. Please make sure the planning board is aware that we will be coming in very large numbers to talk to them about this development. My phone number is 970 613 0687. I know Mr. Meyers is thinking of running for Council for our ward and I hope he would look at this objectively. Troy was to review this request and I hope that was not put into the final plan presented to the board. Thank you.

Sent from Rick Grondin's iPad

Troy Bliss

From: Marc Hatfield <mhatfield@isiwest.com>
Sent: Sunday, May 03, 2015 4:53 PM
To: Troy Bliss
Subject: Mariana Butte 27th subdivision

Good afternoon, Troy.

Thank you for once again conducting a very professional and well-organized meeting about the proposed development at Mariana Butte 27th subdivision last week. As a homeowner potentially impacted by the development, I would like to continue to be informed about any public meetings addressing this project. If / when the issue is brought before the planning committee or other city council bodies, I would like to attend those meetings if they are open to the public. Please let me know of any such meetings as they become scheduled.

I am not requesting an opportunity to address the committees at this time, but I would like to 'officially' let you know that while I do appreciate the changes made to the original proposed development by Mr. Holsapple's team at Midtown Homes, I still have serious reservations about certain aspects of the proposed development plan, not so much as they impact my personal property, which is across the 18th fairway from the development, but more related to their potential impact on the area as a whole. Specifically, my concerns relate to the smaller homes being proposed along the 10th and 18th holes on the golf course. I think these lots should be reserved for a bit larger custom homes, which would fit more uniformly with the rest of the development in the area. Most importantly, these lots [and this development as a whole] are the ones that will be most seen by visitors to the golf course and restaurant. This being an important attraction to the city, it seems the planning commission and city council would have an important role and responsibility to maintain a certain overall appearance and feel of this community.

The other aspect of the smaller homes proposed along these two holes is that they simply make for a development which may be too dense for the community that has grown in the area over the last 25 years. While it is my understanding the zoning allows for this density, and even higher densities, it is also my understanding the zoning for that property has not been updated in a couple of decades, while the city has grown and changed a lot in that time. Perhaps a zoning update or a more strict interpretation of zoning standards would be warranted in this instance since the property does abut an important city resource in the Mariana Butte Golf Course.

I understand the reality of property development and its benefits in the form of profit and progress to the city, but I also recognize that any development of this parcel will obviously impact traffic in the area as well as the wildlife habitat native to the area. Balancing progress with preservation and good planning is certainly not easy, but I hope those things will be considered by the city in the planning approval process. Again, housing density will be the major contributor to those two things as well. Any steps that can be taken to reduce the density of the proposed development will benefit the city and its citizens by helping to preserve the feel and style of the Mariana Butte golf course and surrounding developments.

Thank you for considering these thoughts. I would ask you to share them with the planning commission and the city council when they consider the proposed development.

Sincerely,

Marc Hatfield
4935 St. Andrews Ct.
Loveland CO 80537

Troy Bliss

From: Tom Kasenbergt <kasenbergt@gmail.com>
Sent: Friday, May 01, 2015 10:48 AM
To: Troy Bliss
Subject: Re: Mariana Butte 27th

Mr Bliss, Thank you for your prompt response. After Mr Holsapple stated that the homes would all be 15 to 20 feet above existing grade I became concerned. That degree of elevation impedes views and dramatically alters drainage. Specifically I was referencing the Amended General Development plan dated December 2, 1996. Overall Design Theme E. Landform modification "The maximum fill at +/- 6 feet shall occur to accommodate drainage and design requirements." Additionally this same document has specific requirements for fencing Overall Design B Perimeter Edge Treatment #4 Fencing The dominant form of edge treatment for screening and buffering will be landscape. Specifically, I would appreciate hearing if these requirements will apply to Mariana 27th during your review process. Thank you Darlene Kasenbergt

On May 1, 2015, at 8:32 AM, Troy Bliss wrote:

> Darlene,
>
> Thank you for your email. Yes, the Mariana Butte 27th Subdivision does have to meet all requirements of the original General Development Plan (GDP) and Master Plan for Mariana Butte. There have been a few amendments to the GDP that focused on only specific areas of Mariana Butte - not affecting the subject property. My statement was that the subject property is not related to those specific elements that were part of the amendments that took place. It is however subject to all other applicable provisions of the GDP. This will of course be part of our review and associated to any considerations given to the project. Hope this helps. Thank you for attending the meeting.
>
> Troy Bliss
> Senior Planner
> Current Planning
> Development Services
> City of Loveland
> (970) 962-2579
> Troy.Bliss@cityofloveland.org
>
>
> -----Original Message-----
> From: Tom Kasenbergt [mailto:kasenbergt@gmail.com]
> Sent: Thursday, April 30, 2015 4:04 PM
> To: Troy Bliss
> Subject: Mariana Butte 27th
>
> Mr Bliss, At the neighborhood meeting last night, I believe you
> stated that the Amended Development Plan did not apply to this subdivision. Since this has been reviewed and revised from the initial requested First Subdivision, and recharacterized to become Mariana 27th shouldn't this subdivision be required to meet all aspects of the ADP as well as current standards for building in the City of Loveland?
Darlene Kasenbergt

Troy Bliss

From: RONALD C DORAN Owner <lkn18@centurylink.net>
Sent: Thursday, April 30, 2015 6:13 AM
To: Troy Bliss
Subject: Neighborhood meeting @ "The Ridge" development

I didn't get a chance to respond at last nights' meeting with you and Eric. I live on the 18th fairway next to this new development. I am against any **wood** fences. They are not in keeping with the golf course development. Nearly all of the surrounding neighborhoods have iron fences that are much more desirable than wood that becomes ugly very quickly with the watering of the course every night. Water and wood do not mix! I live next to this development and I will have to look at this fence everyday. Ken Morey seems to be concerned with the bunnies that can run through the fence and the predators cannot. He indicated we could have an infestation of rabbits! Once 50 homes are built and about 30 or more dogs move in, the rabbits will stay up on the Butte and around the rock formations. In the early morning hours there are two bald eagles on the rocks on top of the Butte. I think they are taking care of the rabbits along with the horned owl we see from time to time. Ken Morey is not the only one that lives around here and he should not be able to influence you especially since he lives on the other side of the Reserve and will not see the wood fence everyday as I will. When you showed the slide of the proposed wood fence nobody spoke up and said oh how beautiful! The people around me responded with ugh and oh no. I should think you would look at the big picture and consider those of us that have homes next to the development and across the fairway from it and let the rabbits fend for themselves as they have done forever. As land develops the wildlife find another place to call home. It is a natural process. Since the flood of 2013 we see much less wildlife but if you want to see elk go to Estes Park. All of the Reserve cannot have fences (thanks to Ken Morey) so there are plenty of places in the Reserve for the migration of wild life. This new development is small and you shouldn't be concerned about a perimeter fence. There are plenty of places for the wildlife to get to the river. The Morey wildlife area has a gate so the large wildlife cannot get through and Ken Morey insists we blend our lots with the golf course and the out lots. However, he installed a 15' high wall next to the small creek beside his house and the out lot. I should think this prevents any wildlife from migrating through his yard. This new development will lend itself to many young families. The original design included a pool and a small park. Where are the kids going to play? The pool would entertain them all summer. Instead you will find they will assume it is ok to use the golf course as their playground. On a positive side, the round-about will help with our speeders. I do feel it would have been better placed closer to the west end aligned with the street leading into the development. I urge you to reconsider the wood fence choice. If the plan goes forward as currently planned there will be several of us at your next meeting protesting it. I have lived here for 15 and a half years and have had to deal with Ken Morey and his selective enforcement of our HOA so I am hoping you will consider others that have more at stake than him. We don't even have signage indicating where "The Reserve" is located. Land was designated for it in the original plan but never installed. I think Eric has more experience than Ken Morey so please don't let him dictate changes to this new development just to protect the wildlife and consider those of us that live next to it. People are more important than rabbits!

Thank you for your time and patience at these meetings. I am sorry that I had to leave early but the last slide presentation by whoever that guy was, lasted way too long!

Norma Doran

860 Rossum Drive

email address: lkn18@centurylink.net

Troy Bliss

From: Paul,Eldor <Eldor.Paul@colostate.edu>
Sent: Wednesday, April 29, 2015 2:09 PM
To: Troy Bliss
Cc: Robert Gindlesparger
Subject: Rossum Drive development

My wife Phyllis and I will not be able to attend the planning meeting due to health problems in the family. Coming back from the clinic-hospital in Ft Collins this morning we noticed a number of developments with the setback-lot easements that apparently are similar to those being considered for the development on North Rossum Drive. The suggested spacing, especially with two story homes, results in what looks like a very ugly, nearly solid wall.

In building on our lot in this subdivision we followed city-approved guidelines that we believed would continue to be applied for the rest of our neighborhood. Our city as all civic governments depends on the two way trust between its citizens and city officials. We were aware that the space now under discussion would be developed but we also trusted that the guidelines in place for this neighborhood would continue to be enforced. To do otherwise would break a sacred trust.

We hope you have fruitful meeting and that the outcome will such that we can look forward to both a continued, pleasant neighborhood and the continuation of good relations between our citizens and our city.

Continuation of some variety in house height also is very desirable in a neighborhood and we hope that this also is being considered.

Phyllis and Eldor Paul
843 Rossum Drive
970 461 3034

Troy Bliss

From: D Dynes <dmjenk@comcast.net>
Sent: Monday, April 27, 2015 1:17 PM
To: Troy Bliss
Subject: The Ridge at Mariana
Attachments: The Ridge Dev Concerns.pdf

Importance: High

Hello Troy – just to get on the record, I am – along with many other neighbors – very disappointed and insulted about the minor changes made to the plans for The Ridge. Eliminating only 7 homes and the swimming pool (if this is correct information) does little to address the high density concerns brought up at the last meeting.

Unfortunately, there are at least 10-12 neighbors who will be out of town this next Wednesday and unable to attend the community meeting. Many others think it is waste of time since Eric and his team have chosen to ignore the majority of the concerns expressed by those of us who will be affected by this development. Hopefully they have communicated to you their continued concerns and disbelief that more modifications were not done to the initial plans.

It is very sad that Eric cares so little about his own neighbors.

As a reminder I have attached a copy of my initial letter to you which lists most of the major concerns expressed by many of the residents at the last meeting. Hopefully more significant changes will be done before this development is approved – it does not fit into the surrounding neighbors at all!

Thank you for your assistance,

Diane Dynes
5435 Cedar Valley Drive

March 24, 2015

To: Troy Bliss, Planning Commission
City of Loveland

Re: The Ridge at Mariana Butte – Proposed Housing Development

As a resident of The Reserve at Mariana Butte, I am very concerned about the negative impact the current proposed housing development plan will have on the residents in the Mariana Butte area.

There are several areas of concern:

1. High Density Housing – 57 single residences crammed into the area is too much
2. 5'-10' between houses is not in line with established housing developments
3. Proposed house values would be detrimental to current property values
4. Fencing and High Density - detrimental to wild life and preservation of wild life habitat along the Big Thompson River – contrary to neighboring development which is one of the main attractions of area
5. Increase in traffic and the location (on curves) of the 4 proposed access entries off Rossum will pose increased safety hazards for drivers, walkers, bikers and golfers
6. Houses with backs and sides facing Rossum Drive would be unsightly and not in accordance with current established housing developments
7. Two story housing will block views – contrary to current, established residences
8. Increase in traffic into and out of Rossum Drive onto Highway34/West Eisenhower – this is already an area requiring extra caution especially at daily high traffic times and going into summer. East bound traffic too often fly around the corner and frequently cross into the eastbound access lane. Turning onto Rossum from the westbound lane often requires long waits as it is
9. No natural buffers between current residences and new development
10. Swimming pool – detrimental to wild life; guarantees increase in children in area where the majority of residents are retired professionals; only 7 parking spots planned would result in parking on Rossum increasing safety issues

Proposed Options to current plans:

1. Would like to see mid to high end single resident patio homes with larger lots or townhouse/duplex units on larger lots similar to Buckingham Shores on the south end of Rossum
 - a. I know several people (including me) who would like to downsize and stay in this area

2. Minimum of 20 foot natural buffer between current residences on Rossum and new houses
3. Redesign plans to increase spaces between new houses to 20' to be more in line with current residence
4. Restructure lots so that all houses would face Rossum Drive
5. Eliminate current access (Palmer Circle, Jones Court and Nicklaus Court) provide single access point on each side of Rossum at more centralized point where road is straighter – approximately where current Palmer Court is shown
6. Eliminate swimming pool – utilize that area for residents visitor parking or develop park like common area for residents (lower maintenance costs and liability insurance)

Overall with the current proposed plans, I am very concerned that the integrity of the area – both the houses and the environmental beauty that attracted many current homeowners - will be negatively impacted and that the current housing values will decline while the safety of current and future residents will be compromised.

While ideally I would like to see the land stay as it is, I realize some development will occur. At a minimum, lower density, patio homes or duplex units with larger lots and natural common areas on each side of Rossum and serious consideration to safety by redesigning the access from Rossum would be much more desirable.

Sincerely,

Diane Dynes
5435 Cedar Valley Drive
The Reserve at Mariana Butte

Troy Bliss

From: Larry Roos <lar5555@comcast.net>
Sent: Sunday, April 26, 2015 4:10 PM
To: Troy Bliss
Subject: Mariana Butte 27th Subdivision PP

Troy - I understand there is a revised plat now. It has 50 lots and the swimming pool has been removed (I have been told this). Do you have a copy of the new plat; and is it available to look at prior to the meeting on 29 April?

Thanks, Larry Roos
5555 Cedar Valley Drive
310-1681

Troy Bliss

From: shirleylampshire@comcast.net
Sent: Friday, April 10, 2015 11:04 AM
To: Troy Bliss
Subject: Mariana Butte 27th Subdivision

Troy, I want to thank you for organizing the meeting. I am one of the houses directly next to the development so have many concerns.

I hope City of Loveland makes some positive changes to these plans. Is there minutes available from the meeting? If so how can I get a copy?

Thanks again. Shirley Lampshire
Sent from XFINITY Connect Mobile App

Troy Bliss

From: Marc Hatfield <mhatfield@isiwest.com>
Sent: Wednesday, April 08, 2015 1:21 PM
To: Troy Bliss
Subject: Proposed development at Mariana Butte

Troy:

Nice job on managing the meeting regarding the proposed development at Mariana Butte a couple of weeks ago. Please keep me posted as to next steps, further meetings, etc. As a resident of that area, I would like to remain engaged.

Respectfully,

Marc Hatfield
4935 St. Andrew Ct.
Loveland CO 80537

Troy Bliss

From: Troy Bliss
Sent: Tuesday, April 07, 2015 1:50 PM
To: 'Richard Ellinger'
Cc: 'Reserve at Mariana Butte'; Temp CCMAIL; Ward II - Phil Farley
Subject: RE: Proposed Development Plan for the Ridge at Mariana Butte

Rick,

Thank you for the clarification. Glad you have the information now. I hope it was helpful and certainly if you have any questions, please let me know. Thank you.

Troy Bliss
Senior Planner
Current Planning
Development Services
City of Loveland
(970) 962-2579
Troy.Bliss@cityofloveland.org

From: Richard Ellinger [mailto:rke3@me.com]
Sent: Tuesday, April 07, 2015 1:42 PM
To: Troy Bliss
Cc: Reserve at Mariana Butte; Temp CCMAIL; Ward II - Phil Farley
Subject: Re: Proposed Development Plan for the Ridge at Mariana Butte

We don't do a distribution to the HOA members. It is not a political organization. We only maintain some green areas in the middle of the street. I've not seen this before.

Rick

Sent from my iPad

On Apr 7, 2015, at 8:01 AM, Troy Bliss <Troy.Bliss@cityofloveland.org> wrote:

Rick, Jeff, Julie, and Reserve at Mariana Butte,

I am sending you all a message I sent out prior to the neighborhood meeting that was held on March 31, 2015. I was of the impression it was distributed to members of the Home Owners Association. If not, hopefully it will help clarify a few things. As you can imagine, I have been quite inundated with emails and letters from folks concerned about Mariana Butte 27th Subdivision development proposal. Please be assured that all of the communications I receive are saved and will be presented to the Planning Commission when a hearing is scheduled. (See the highlighted section of my previous email below.) Also, as Mr. Eric Holsapple indicated at the neighborhood meeting, he has committed to having another neighborhood meeting (to be determined) in working to address as many of the neighborhood concerns that he can with the development proposal. Please understand that am not isolating any of the neighborhood concerns or my responses to everyone. If there are additional questions about the City review process or if I can provide any other assistance, please let me know. Thank you.

Troy Bliss

Senior Planner
Current Planning
Development Services
City of Loveland
(970) 962-2579
Troy.Bliss@cityofloveland.org

Good afternoon everyone,

Thank you all for your interest and comments regarding the Mariana Butte 27th Subdivision applications the City has under review for a proposed single-family development on Tracts R & S – Mariana Butte PUD First Subdivision (legal description). Rather than responding to each of you individually, I wanted to compose this email for you all. First, I think it would be important that I share with you the application process, so that you all have a clear understanding of the expectations and opportunities to participate in the project reviews.

The applications under review include a **Preliminary Subdivision Plat** (this is the mechanism for creating individual lots for the homes to be built on) and a **Preliminary Development Plan** (this gives all the detail about how the proposed development would look, i.e. landscaping, street design, utilities, building elevations, etc.). These preliminary level applications not only involve City review but opportunities for public participation through a neighborhood meeting and public hearing(s). The City has conducted an initial review of the applications and has provided the applicant a report, identifying changes that need to be made to their plans, in order to conform with certain City standards and zoning. Once the applicant and their team has gotten to a point of revising their plans, a neighborhood meeting will be held to present the project and consider additional comment/feedback from the neighborhood - taking into account what you have already conveyed to me through email as well as any other matters that may come up. The neighborhood meeting will also be a means to fully respond to all of the questions that everyone has.

(I am currently working with the applicant to arrange for a neighborhood meeting around the first week of April. I do not have a definitive date yet. However, notice for the neighborhood meeting will be mailed to property owners surrounding the project site and signs will be posted along Rossum Drive at least 15 days prior to the meeting, indicating the date, time, location, and general description of the project.)

Following the neighborhood meeting and upon completion of the application reviews by the City, I will work with the applicant to arrange for a public hearing with our Planning Commission. (I do not yet have a good sense of when this meeting will occur. If I had to guess, sometime in May most likely.) The public hearing with the Planning Commission is an opportunity for anyone to share their comments for consideration of the project. This too would be a fully noticed meeting (just like the neighborhood meeting). Planning Commission serves as the decision making body on these applications (appealable to City Council). The correspondence I have received from you all and all others that I will continue to receive, will be provided to the Planning Commission in a packet of information, shortly before the scheduled hearing date (approximately 5 days before). It will also be posted to our website. Please understand that we will not be distributing correspondence to the Planning Commission at this time. It is very important that we follow due process procedures in the consideration of these applications.

With respect to the neighborhood meeting and Planning Commission hearing, components to the plans are likely to change. Consequently, as this information is provided to the City, you are always welcome to obtain updated information from the Current Planning office. I think it is important to let you all

know that when you receive or see notice posted for the Planning Commission hearing, please contact me or come by our office because we will have the most up-to-date plans – the plans that will be considered by the Planning Commission. As a result, there may be additional comment you want to convey to the Planning Commission or even modify what you have already communicated.

I hope this information is helpful and isn't too lengthy of an email to get through. Again, I appreciate your interest in the project and look forward to meeting and talking with you all during the neighborhood meeting and public hearing. Thank you.

Sincerely,

Troy Bliss
Senior Planner
Current Planning
Development Services
City of Loveland
(970) 962-2579
Troy.Bliss@cityofloveland.org

From: Ward II - Phil Farley
Sent: Monday, April 06, 2015 4:31 PM
To: Reserve at Mariana Butte
Cc: Troy Bliss; Temp CCMAIL
Subject: RE: Proposed Development Plan for the Ridge at Mariana Butte

Hi, Rick. Please see my comments below. IN CAPS

Best regards,

Phil

Phil Farley
City Council, Ward II
775 Rossum Drive
Loveland, CO 80537
Voice mail: 962-2198
Cell: (970) 481-7241
email: Phil.Farley@CityofLoveland.org

From: Reserve at Mariana Butte [<mailto:hoaco@me.com>]
Sent: Saturday, April 4, 2015 2:14 PM
To: Ward II - Phil Farley
Subject: Re: Proposed Development Plan for the Ridge at Mariana Butte

HI, Phil.

I haven't written to you on this. From what I can determine, Loveland restricts any email contact with council members or planning commissioners NOT TRUE!. To my surprise, they won't give out their city emails. Thus, I wrote to Troy and asked him to distribute my notes. His isolation comes as a bit of a surprise compared to my usual practice of visiting a councilman at the local coffee shop for open chat every Tuesday or holding the same sort of informal sessions when I

was on PC. IF YOU GO TO THE CITY'S WEBSITE, YOU CAN FIND EACH OF OUR EMAIL ADDRESSES. GO TO HOME PAGE, CLICK ON WARD II, AND THEN CLICK ON MY NAME, OR ANY OTHER COUNCILOR'S NAME.. I'M SURE THE SAME PROCESS WORKS WITH THE PLANNING COMMISSION. YOU CAN ALSO ADDRESS ALL OF COUNCIL BY SENDING A MESSAGE TO CCOUNCIL@CITYOFLOVELAND.ORG AS YOU KNOW, IF THIS COMES TO COUNCIL, IT IS A QUASI-JUDICIAL MATTER AND LIKE A COURT OF LAW WE CAN'T TALK DIRECTLY TO ANY OF THE PARTIES INVOLVED. IF ANYONE BECOMES INVOLVED, THEY WOULD MOST LIKELY NEED TO RECUSE THEMSELVES. FOR THIS REASON I'M NOT TALKING DIRECTLY TO ANYONE OR ATTENDING ANY OF THE PUBLIC HEARINGS. HOPEFULLY, ALL ISSUES WILL BE RESOLVED BY THE PLANNING COMMISSION, AS THEY WERE EVENTUALLY RESOLVED WITH THE BAXTER DEVELOPMENT, SO NOTHING WILL NEED TO COME TO COUNCIL.

We just were restricted to having meetings with multiple appointed C) or elected (council) members as that was to be a noticed public hearing every time. THAT SAME RESTRICTIONS APPLIES HERE, YOU CAN NOT MEET WITH MORE THAN TWO AT A TIME.

Please advise best practice for the political types in Loveland. THE QUASI-JUDICIAL NATURE OF THIS PARTICULAR ISSUE IS WHAT MAKES THIS HARDER FOR YOU TO TALK DIRECTLY WITH COUNCIL AND PROBABLY WITH THE PLANNING COMMISSION. KEEP WORKING THROUGH TROY BLISS. HE WILL ENSURE YOU FOLLOW THE CORRECT PROCEDURES AND WILL NOT LEAD YOU DOWN A PRIMROSE PATH... YOU WILL CERTAINLY BE ALLOWED TO ATTEND ANY PLANNING COMMISSION MEETING AND EVERYONE WILL BE GIVEN AN OPPORTUNITY TO SPEAK. IF THE MATTER COMES UP TO COUNCIL, YOU WILL ALSO HAVE THE SAME OPPORTUNITY. CA can't be more open than CO, can it?

Best wishes to you.

Rick Ellinger

On Apr 4, 2015, at 12:58 PM, Ward II - Phil Farley
<Phil.Farley@cityofloveland.org> wrote:

Jeff, It seems you have sent the message to the right person, Troy Bliss. Since there may be a hearing before council on this matter I can only make my decision based upon the testimony and evidence on the record at the hearing. To do otherwise would require me to recuse myself from any discussion or vote.

Best regards,

Phil

Phil Farley
City Council, Ward II
775 Rossum Drive
Loveland, CO 80537
Voice mail: 962-2198
Cell: (970) 481-7241
email: Phil.Farley@CityofLoveland.org

From: Jeffrey Konzak [<mailto:jeffreykonzak@aol.com>]
Sent: Friday, April 3, 2015 2:10 PM
To: Ward II - Phil Farley
Subject: FW: Proposed Development Plan for the Ridge at Mariana Butte

Phil,

I am forwarding a letter sent to the City Planning Officer handling the review of the development plan submitted by MidTown homes for the "Ridge in Mariana Butte". Please do all that you can to protect Mariana Butte and the golf course from this plan that would dramatically alter the quality of life and property values in the community. Thanks!!!

From: Jeffrey Konzak [<mailto:jeffreykonzak@aol.com>]
Sent: Friday, April 3, 2015 10:56 AM
To: ['Troy.Bliss@cityofloveland.org'](mailto:Troy.Bliss@cityofloveland.org)
Subject: Proposed Development Plan for the Ridge at Mariana Butte

Troy

We are writing to express our deep concerns regarding the proposed Mariana Butte development plan by MidTown Homes known as "The Ridge at Mariana Butte". We are new residents of Mariana Butte, having purchased our home at 870 Deer Meadow Drive approximately one month ago. We chose to relocate to Loveland specifically as a result of the natural beauty, quality of homes, and the highly recognized public golf course at Mariana Butte.

We were both surprised and shocked to learn of this development plan which is clearly inconsistent with the established neighborhood which if approved, will fundamentally change the character, image, and quality of life of Mariana Butte.

The applicant is proposing a high density development of 57 Units consisting of only 6 or 7 single family homes. The development is essentially a dense clustering of very small patio homes, approximately 1,680 to 1,800 Sq. Ft on tiny lots with minimal setbacks. The architectural renderings identify these patio homes models as the "Farm House" and the "Cottage". All of the golf course frontage in this development would consist of these tiny, unattractive patio homes sprawled along the course directly below the Club House, driving range and back nine holes.

This development plan consists of high density Units which are not of the quality, size, mix or value of neighboring homes in Mariana Butte. The clustering of these tiny patio homes along the golf course will create an unsightly presence, greatly detracting from the natural beauty of the golf course and surrounding neighborhood. The high density will create traffic problems, impact existing wildlife migration corridors, and pose a threat should a flood situation create closure of the Rossum entrance at Hwy 34.

After reviewing the plans, listening to the residents' comments at the recent neighborhood meeting, we would propose the following planning considerations:

1. Restrict density consistent with current established ratios at Mariana Butte. This should result in a lower number of Units in the range of 35-40. This

would also help mitigate concerns over excessive traffic and environmental impact as well as creating a more attractive, quality development.

2. Require that the balance of single family vs patio or attached housing be consistent with the overall Marianna Butte community. This should result in at least 50% of the Units defined as single family homes consistent with the quality, size, and set-backs of comparable homes in the community. Proposed patio or town homes should also be consistent with existing community standards such as those in Deer Meadow Ridge and Buckingham Shores.

Mariana Butte is an amazing community asset which needs to be preserved and protected. The golf course, surrounding natural beauty, and quality of housing foster tourism, economic growth, tax revenues, and positive image for the City. Please preserve and protect this "gem" and reject the "Ridge" development as proposed. Also, could you please share this letter with the Planning Commission.

Sincerely,

Jeff and Julie Konzak

Troy Bliss

From: Stephen Dratch <sdratch2000@yahoo.com>
Sent: Monday, April 06, 2015 1:55 PM
To: Troy Bliss; Beverly Walker
Cc: hoaco@me.com; Vivian Dratch; Rick Grondin
Subject: Re: Mariana Butte 27th - Extension, The Ridge at Mariana

Troy,

As a result of the subject meeting held on Tuesday March 31, 2015 I am providing the following information in support of my concerns.

1. Mr Holsapple stated that the total acreage for the Ridge at Mariana Butte is approximately 18 acres.

The actual total acreage is 15.65. (Tract R 9.24 acres and Tract S 6.41 acres) **Please confirm.**

2. Mr Holsapple stated that the number of lots proposed is 55.

I believe the number of lots in the submitted plat is 57. **Please confirm.**

3. Traffic and Safety

I raised the concern that the Masters sub-division (Deer Meadow Drive) consists of 77 total homes, in addition to the Ridge 57 homes, and should be included in the Traffic Survey.

In total, this could add an additional 300 automobiles to daily usage and consideration in the event of evacuation due to flooding and closure of Rossum Drive. I am not convinced that the survey information is correct based on other conflicting information provided, and how the question was answered in a somewhat evasive manner by MidTown builders.

Please confirm that the 134 homes (77 and 57) were included in the survey.

4. I am estimating that the density for the Ridge is almost twice that of each of the existing Mariana Butte sub-divisions in proximity:

Ridge 57 homes divided by 15.65 acres = 3.64 homes per acre

Reserve 81 homes divided by 40 acres = 2.03 homes per acre

Masters 77 homes divided by 40 acres = 1.95 homes per acre

Buckingham Shores 8 homes divided by 4 acres = 2.0 homes per acre

Please confirm the acreage for the Reserve, Masters and Buckingham Shores sub-divisions as the official acreage is not generally available.

Note: The number of original homes submitted for Buckingham Shores was protested and reduced and the prices/quality increased to be more uniform and consistent with the \$1,000,000 + homes on Rossum Drive. This same home value situation exists on Rossum Drive for the proposed Ridge sub-division. A precedent to protect the existing home values in Mariana Butte has rightfully been set!

5. Mr Holsapple stated that homes of a higher value are difficult to sell and that \$400,000 to \$600,000 is what he stated as his price range for the Ridge.

This is not true at all in Mariana Butte and in my opinion is a sad attempt by Mr Holsapple to build low income housing to generate immediate sales and maximize profits which would be a tragedy for his neighbors and the community. Any sales of homes in the price range of \$250,000 to \$400,000 could result in some rentals which is not what this community is about and exactly what Mr Holsapple has built in his other Developments, namely, Fox Run \$258,000 to \$319,000, Tulip Creek \$320,000 to \$388,000, and Story Brook \$322,000 to \$389,000.

What would convince me that the Ridge would reflect a higher price point? A 1680 Square Foot Patio home with 10 foot spacing between homes which was the example provided for the Ridge is simply unacceptable. (Example 1680 sf times \$200 sf = \$336,000)

Here is a representative sample of recent New Build and Previously Owned home sales in Mariana Butte. This is what MidTown Builders should be striving for if they have any consideration for the existing neighborhoods and residents.

(Note: my source of public information is the Larimer County Assessors Office website)

A) Reserve

870 Deer Meadow Dr, sold 3/9/2015, \$980,000

868 Rossum Dr, sold 6/27/2014, \$530,000

811 Deer Meadow Dr, sold 7/29/2014 \$487,000

850 Deer Meadow Dr, listed for \$809,900

B) Masters

542 Deer Meadow Dr, sold 12/8/2014, \$800,000

530 Deer Meadow Dr, sold 9/13/12 \$725,000

692 Deer Meadow Dr, listed for \$617,000

669 Deer Meadow Dr, under contract, \$549,695

628 Deer Meadow Dr, under contract, \$577,471
684 Deer Meadow Dr, under contract, \$599,872

C) Buckingham Shores (Duplex Patio homes)

Scenic Court 6 homes were available and all sold in 2014, average price \$668,217

Based on the response from those in attendance at the meeting, I am convinced that the majority, if not all, have the same concerns and issues.

Thanks once again for your assistance in leading this project and for taking our concerns into consideration.

Best regards,

Steve and Vivian Dratch
787 Beaver Cove Court
Loveland, Co 80537
970 619-8220

From: Stephen Dratch <sdratch2000@yahoo.com>
To: "troy.bliss@cityofloveland.org" <troy.bliss@cityofloveland.org>; "walkeb@ci.loveland.co.us" <walkeb@ci.loveland.co.us>
Cc: "hoaco@me.com" <hoaco@me.com>
Sent: Tuesday, March 10, 2015 7:55 PM
Subject: Mariana Butte 25th - Extension, The Ridge at Mariana

Troy and Beverly,

I attended a HOA meeting at the Mariana Butte Club House on March 6, 2015 to be informed of the proposal for a new development named The Ridge at Mariana. A copy of the plan for the proposed development was available for viewing. I am a resident of The Reserve at Mariana Butte which is adjacent to the open space on Rossum Drive which is to be developed.

My initial considerations, concerns and recommendations regarding the submitted Plan are as follows:

Considerations:

The Mariana Butte Golf Course is the premier public golf course of Northern Colorado and a jewel of the City of Loveland. Mariana Butte also has historical value in the original settlement of this area and is a landmark for thousands of annual travelers going to, and coming from, Rocky Mountain National Park.

Route 34 and Rossum Drive is one of two main entrances to the Mariana Butte Golf Course and residential community. All new residential building should be constructed in such a manner as to preserve the natural beauty of the area, and conform in value and spacing with the adjacent existing residential homes. We currently have one of the nicest residential communities in the area which should be preserved by maintaining or improving upon those standards. I would be very disappointed if the development of the MB 25th extension resulted in a down grade of the existing community.

Concerns:

1. A distinguishable new development of lesser value than the adjacent existing Reserve community is being proposed
2. Proposal is to build 57 new single family homes, on 3 required new streets, with a community pool and parking lot, open space or common grounds, on approximately 15.65 acres of property. This will be a very congested, dense housing area, and cramped in appearance due to the number of homes proposed for the acreage allotted. Results in small lot sizes, minimal space between homes, with minimal footage set back from house to street which does not conform with existing properties.
3. The back side of homes, and allowable picket style fencing, will be visible from Rossum Drive as people enter and leave the community which is very undesirable in appearance. Fencing will also inhibit the natural migration and movement of wildlife (Deer, Elk for example) which live in the area.
4. The requirement for a new traffic light at the intersection of Route 34 and Rossum Drive which would be highly problematic
5. Traffic safety and congestion associated with adding possibly up to 140 vehicles or more in approximately a 1/4 mile stretch of road
6. Evacuation in the event of a flood. Rossum Drive is closed between the new development and Route 34 when the Big Thompson River over flows.
7. Disturbing, or eliminating, the existing Natural drainage areas which would cause flooding and soil erosion to the Golf Course

8. Existing schools ability to accommodate the additional student population
9. Is a Bond proposal required for additional infrastructure road and utility requirements?
10. Are there additional tax requirements for the current existing population in support of the new development

Recommendations (What we would like to see):

1. The new development should be built in such a manner as to be indistinguishable in appearance, similar in lot size, and of equal value to the adjacent existing homes in The Reserve at Mariana Butte
2. Require a limited number of Single Family homes to be built on 15 acres which are valued from \$600,000 to \$1,000,000 +
3. Front of all homes should face Rossum Drive
4. Lot size minimum of 11,000 sq feet or larger
5. Set back of house from the street a minimum of 20 to 25 feet
6. Minimal distance between homes a minimum of 25 feet
7. Exterior siding use of Stucco, Brick, Natural Stone; Roofing should be Tile or Cement
8. No fencing, outside trash containers, or storage sheds
9. The Ridge HOA should consider using the same rules and requirements as previously established for The Reserve.
10. No Duplex style Patio homes or multi story condominiums which would block or detract from the view of Mariana Butte, and the view of Devils Backbone from the Golf Club House
11. No swimming pool as it does not conform with the existing area and neighborhood.

Thanks in advance for taking our concerns and recommendations into consideration.

Stephen and Vivian Dratch
787 Beaver Cove Court
Loveland, Co 80537
970 619-8220

Troy Bliss

From: Jeffrey Konzak <jeffreykonzak@aol.com>
Sent: Friday, April 03, 2015 10:56 AM
To: Troy Bliss
Subject: Proposed Development Plan for the Ridge at Mariana Butte

Troy

We are writing to express our deep concerns regarding the proposed Mariana Butte development plan by MidTown Homes known as "The Ridge at Mariana Butte". We are new residents of Mariana Butte, having purchased our home at 870 Deer Meadow Drive approximately one month ago. We chose to relocate to Loveland specifically as a result of the natural beauty, quality of homes, and the highly recognized public golf course at Marianna Butte.

We were both surprised and shocked to learn of this development plan which is clearly inconsistent with the established neighborhood which if approved, will fundamentally change the character, image, and quality of life of Marianna Butte.

The applicant is proposing a high density development of 57 Units consisting of only 6 or 7 single family homes. The development is essentially a dense clustering of very small patio homes, approximately 1,680 to 1,800 Sq. Ft on tiny lots with minimal setbacks. The architectural renderings identify these patio homes models as the "Farm House" and the "Cottage". All of the golf course frontage in this development would consist of these tiny, unattractive patio homes sprawled along the course directly below the Club House, driving range and back nine holes.

This development plan consists of high density Units which are not of the quality, size, mix or value of neighboring homes in Mariana Butte. The clustering of these tiny patio homes along the golf course will create an unsightly presence, greatly detracting from the natural beauty of the golf course and surrounding neighborhood. The high density will create traffic problems, impact existing wildlife migration corridors, and pose a threat should a flood situation create closure of the Rossum entrance at Hwy 34.

After reviewing the plans, listening to the residents' comments at the recent neighborhood meeting, we would propose the following planning considerations:

1. Restrict density consistent with current established ratios at Marianna Butte. This should result in a lower number of Units in the range of 35-40. This would also help mitigate concerns over excessive traffic and environmental impact as well as creating a more attractive, quality development.
2. Require that the balance of single family vs patio or attached housing be consistent with the overall Marianna Butte community. This should result in at least 50% of the Units defined as single family homes consistent with the quality, size, and set-backs of comparable homes in the community. Proposed patio or town homes should also be consistent with existing community standards such as those in Deer Meadow Ridge and Buckingham Shores.

Mariana Butte is an amazing community asset which needs to be preserved and protected. The golf course, surrounding natural beauty, and quality of housing foster tourism, economic growth, tax revenues, and positive image for the City. Please preserve and protect this "gem" and reject the "Ridge" development as proposed. Also, could you please share this letter with the Planning Commission.

Sincerely,

Jeff and Julie Konzak

Troy Bliss

From: T S <csbt_terry@live.com>
Sent: Friday, April 03, 2015 9:09 AM
To: Troy Bliss
Subject: Mariana Butte PDP

Troy,

Thank you for giving us homeowners the opportunity to express our concerns regarding the proposed development of 57 homes on Tracts R and S.

My concerns were expressed repeatedly throughout the meeting held at City Council Chambers on March 31 by the other homeowners. I will succinctly outline them below:

- The density associated with building 57 homes on such a small tract is not consistent with the appearance of the rest of the subdivision and presents a visual negative effect as the entrance to Mariana Butte.
- The proposed home designs are not of the size nor quality of construction to appear architecturally consistent with The Reserve nor other nearby HOAs. There was minimal originality in the design, minimal use of brick, the siding appeared to be wood and not stucco, and the roofs appeared to be composition shingles and not tile. I dare say that we have the wrong builder for this project. The homes being constructed by PJL Homes in the adjacent Overlook at Mariana Butte are much more consistent with the style and quality that I am expecting.
- The proposal does not include appropriate setbacks, adequate street parking nor a playground area. The cart path, bike path and wide sidewalks need to be maintained on both sides of Rossum for safety and continuity.
- The safety issues associated with the addition of over 100 more cars traveling on Rossum were addressed at length, so suffice it to say that the design needs to address the concerns already voiced.
- Corridors for wildlife were not adequately addressed. I don't even want to think about the extermination of the prairie dog colony that is currently in residence.

Troy, I moved into Mariana Butte specifically because of the quality of life that is offered by living on a golf course in a well-planned community that offers generous open space, presence of wildlife and the peaceful enjoyment of living in a community that is harmonious both socially and architecturally. As members of Mariana Butte, we offer a lot back to the city in terms of tax dollars from property taxes and sales tax through our spending, providing jobs to local businesses through the use of services and being good citizens. We pay for schools, fire protection and police protection, but make little demand on these services.

Please consider these issues as the PDP proceeds through the planning and approval processes.

Terry Serek

Troy Bliss

From: Teri and John <teri-john@comcast.net>
Sent: Thursday, April 02, 2015 1:06 PM
To: Troy Bliss
Subject: Ridge at Mariana Butte

Troy,

Thank you for the good job of conducting and maintaining respectful relations among the participants at The Ridge at Mariana Butte neighborhood meeting. Many concerns were expressed which will require definitive answers. Among the concerns were questions regarding the existence of covenants and an HOA to assure maintenance of the quality of the development in the future. The Midtown Homes Group has constructed homes in Fort Collins, Greeley and Loveland. Some of these developments do not have HOAs and have very weak covenants. It would seem appropriate that residents of the Reserve and St. Andrews have an opportunity to review the Ridge at Mariana Butte covenants before the Planning Commission hearing.

Mr. Holsapple's remarks indicated they have not even begun to prepare documents for covenants or formation of an HOA yet. The Reserve and St. Andrew's HOAs were registered with Colorado Secretary of State and their covenants were recorded with the Larimer County Clerk before those developments were approved 20 years ago. The same standard of public review should apply to The Ridge at Mariana Butte.

Thank you for your help in dealing with the concerns of the surrounding neighborhoods.

John Lesmeister, President
St. Andrews Owners Association

Troy Bliss

From: Robert Gindlesparger <bgindle@msn.com>
Sent: Wednesday, April 01, 2015 5:54 PM
To: Troy Bliss
Subject: Neighborhood Meeting

Thank you for hosting the Neighborhood Meeting on 31 March. As you could see from the turnout, there is significant concern about The Ridge at Mariana development. It was good to hear that many neighbors had similar concerns; housing density, front and side setbacks, lot size, traffic, wildlife impact and appearance.

Mariana Butte is not only unique to Loveland, but it is unique to the Front Range. This is part of the reason why neighbors are so passionate about the new development. I live within the Reserve at Mariana Butte, which is adjacent to the planned development. My home is within the \$400-600k range, which is the target price range for The Ridge. The difference is my home is a custom design, has 25' setbacks in the front and 10' side setbacks and sits on a 14,000 sq ft lot. Placing high density, tract housing at the entrance to Mariana Butte is not consistent with the design philosophy previously applied. There is no continuity.

Mariana Butte is a key asset for the City. The City Planners have an opportunity to enhance that asset or detract from it. Once approved, it will be your legacy. Please take into consideration the concerns of the neighbors.

Thank you for listening,

Bob Gindlesparger

Sent from my iPad

Troy Bliss

From: D Dynes <dmjenk@comcast.net>
Sent: Wednesday, April 01, 2015 5:53 PM
To: Troy Bliss
Subject: The Ridge at Mariana Butte

Troy - thanks for facilitating the neighborhood meeting last night. You did a nice job and I think everyone felt they had a chance to express their concerns. Based on the large turnout & input from those of us living in the area, I hope there will be significant modifications to the proposed development plans.

I want to be sure that I did not erroneously sign the list of interest/support for the swimming pool. I am NOT interested in using it & would much prefer it being eliminated from the plans.

Thanks again and I look forward to next meeting.

Diane Dynes

Troy Bliss

From: Duane Thorkildsen <dthork@live.com>
Sent: Wednesday, April 01, 2015 3:09 PM
To: Troy Bliss
Subject: Mariana Butte 27th Subdivision (aka "The Ridge at Mariana Butte")

Loveland Planning Commission and Planning Division Staff:

Yesterday evening, I attended the first neighborhood meeting concerning the Preliminary Development Plan for Mariana Butte 27th Subdivision (aka, The Ridge at Mariana Butte). It should have been clear from the large turnout, as well as from the many public comments, that this development proposal is a matter of significant concern for area residents. I share this concern, and so should the City of Loveland.

For me, and clearly for many other residents, the overarching concern is that the development plan, as proposed, will adversely affect the appearance and character of the existing neighborhoods of Mariana Butte. Certainly, we don't want to see our property values undermined. But it is much more than that. We are equally concerned that the quality of life that presently exists in Mariana Butte will be damaged. We don't want to see a disharmonious development on the front doorstep to our neighborhood. We fear traffic issues that will come with a large number of new residents sharing Rossum Drive. We are concerned about safety issues arising as children from the new development play along Rossum Drive because there is no provision for play areas or green space (other than golf course and drainage area). We are concerned that we will lose a safe place to walk our dogs, jog, and ride our bicycles.

The City of Loveland, too, should be concerned with preserving the appearance and character of the existing Mariana Butte community. As was mentioned last evening, Mariana Butte Golf Course is a valuable City asset, a premier course that draws visitors to Loveland from all along the Front Range and beyond. Visitors, of course, bring needed revenue to city businesses.

The existing Mariana Butte neighborhoods are equally valuable to the City, and perhaps even more valuable. Visitors to the golf course see the attractiveness of the area and are often inspired to move here. Many residents of Mariana Butte relocated from elsewhere, many choosing to retire here, bringing more revenue to city businesses, supporting city arts initiatives, and generally contributing to the vitality of the City of Loveland. I myself retired to Loveland, moving from Denver two years ago. I could have chosen to live anywhere, and indeed I considered almost everywhere in Colorado from the Front Range to Durango, and several locations as far away as the Pacific Coast. I was attracted to Loveland for a number of reasons, but I never would have moved here if not for the Mariana Butte community. Few small cities can boast of a residential area that combines such beautiful homes, exquisite views, rolling terrain, a premier golf course, and a strong sense of community.

Therefore, the City of Loveland and the residents of Mariana Butte have a mutual interest in preserving and protecting the character of the existing community. Please help us by:

1. Ensuring that the proposed new development is consistent with neighboring portions of Mariana Butte in general appearance, including lot density, property-line setbacks, housing styles and finishes, landscaping and green spaces;
2. Ensuring that Rossum Drive, as it passes through the new development, is made consistent with the rest of Rossum Drive, including sidewalks on both sides, bike lanes, and street lights, and;
3. Requiring measures to slow and control traffic on Rossum Drive, and to discourage the use of Rossum as a through street between Highway 34 and 1st Avenue (already a growing problem), for the safety and

benefit of both new and old residents of Mariana Butte (and golfers), such measures to include traffic circles and a traffic signal at Rossum and Highway 34.

Thank you.

Sincerely,

Duane Thorkildsen, 5185 Stoneridge Drive

Sent from Windows Mail

Troy Bliss

From: fjalbers2@aol.com
Sent: Wednesday, April 01, 2015 10:03 AM
To: Troy Bliss
Subject: Mariana Bute 27th Subdivision neighborhood meeting.

Troy, Thank you for facilitating the meeting last evening. You gave everyone an opportunity to speak and received feedback. unfortunately, without a microphone many people could not hear the comments.

Since you took notes of the discussion, it would be appropriate to make them available to all of us. Eric Holsapple committed himself to further reviewing a number of concerns that were presented. Now followup is necessary.

I am requesting that you send a complete copy of your notes to me and all others that were at the meeting so followup can proceed.

Thank you

Floyd Albers
854 Rossum Drive
Loveland, CO 80537

970 278 9304

fjalbers2@aol.com

The Ridge at Mariana Butte

The following statements are my own opinions and beliefs. The development of this subdivision will probably result in hard feelings towards one another by both the developer and the neighbors, and even towards me for what I am about to express.

The neighbors have a concern about a change in the property being developed near their homes. They will undoubtedly make statements about property values, compatibility, quality, density, traffic, and other concerns. On the other hand, the developer will state the property has been approved for a density greater than what they are proposing and that they are providing a more than adequate product. This is possibly all true.

In my opinion what the neighbors have fears about and may or may not have adequately expressed, are as follows. In several neighboring subdivisions, including The Reserve at Mariana Butte, St. Andrews, and the eighteen single family lots bordering Buckingham Lake, the homes are all unique in design, situated upon larger lots, and have an appearance of spaciousness. The developer is proposing the exact opposite. They are creating **smaller lots with less openness** and housing that **will not be unique** to each other. Even the townhouses at Fairway Ridge, the patio homes in Mariana Point, and the homes in the Villages at Mariana Butte have greater setbacks and an appearance of greater openness than what the Ridge is proposing.

The opinions on both sides are going to be hard for the neighbors, developer, city staff, planning commission, and council to reconcile. I have the following four recommendations that I believe to be very important and want to put on the record. They do not address the type of housing or density for the most part but need to be addressed. I will conclude this paper with my own opinions concerning the type of housing and density.

- I am very concerned about the appearance as you approach and traverse the developments bordering Rossum Drive.

All of the developments on the west side of Rossum Drive have generous setbacks from Rossum Drive. The setbacks in The Reserve at Mariana Butte are twenty-five feet (25') from all streets including side setbacks on corner lots. The homes and townhomes (duplexes) bordering Buckingham Lake and Rossum Drive are setback more than twenty-five feet (25'). All lots on the west side of Rossum Drive are larger than the lots on the east side of the street and the side setbacks between homes are also larger. All side setbacks are at least ten feet (10') resulting in the homes being spaced at least twenty feet (20') apart. These setbacks create a strong feeling of openness and continuity along Rossum Drive. No lots back up to the west side of Rossum Drive.

The developments on the east side of Rossum Drive also have generous setbacks. The smallest setbacks are located within St. Andrews. Even there the setbacks are probably twenty feet (20'). The side setbacks are smaller with the setbacks measuring five feet (5') and greater. The rear setbacks of homes and townhomes in Fairway Ridge, Mariana Point, and the Villages at Mariana Butte that back up to the east side of Rossum Drive are even larger, resulting in developments having a respect for the neighbors around them and the openness along Rossum Drive. All uses backing onto Rossum Drive required a twenty feet (20') landscaped buffer before

any structure or fencing. This requirement needs to be adhered to. Structures and fencing should not be located within the buffer or between the buffer and the right-of-way for Rossum Drive. The buffer should not be considered to be part of a back yard. It is meant to provide buffering between a right-of-way and a yard or structure such as a fence. The buffer should be maintained by the Homeowners Association, just like the tree lawn.

The openness and spaciousness along Rossum Drive that has been developed over the last twenty (20) years has set a precedent and is required by city policy and should be considered and observed by this development. All structures including fences (if any) should be set back at least twenty feet (20') from the Rossum Drive right-of-way.

- A path exists along the west side of Rossum Drive. For a majority of its length, the path is separated from the curb by a tree lawn including turf measuring six feet (6') to ten feet (10') in width. The width of the concrete path running from the golf course maintenance building to the edge of this development is ten feet (10') in width. The path is used as a sidewalk for pedestrians and by bicycles, golf carts, and golf course maintenance equipment. The importance of this path and its width has been recognized since before the first development west of Mariana Butte and Rossum Drive's ultimate design was approved near the time the Development Agreement was created.

It is very important that this path and its design be maintained throughout the entire length of the proposed development. It provides access for golf carts along this major collector where golf carts should not be driven upon the street. But, of much more importance is the need for the slow moving golf course equipment to have a safe path along Rossum Drive. It would be a travesty if either a golfer or a maintenance employee was to be hurt in an accident. **The width and design of this right of way including the path and tree lawn separator should not be changed.**

- Mariana Butte has always been viewed as a community with openness, wildlife, and views. Before the first developments were constructed, the area was considered as a desirable location for a golf course. The area along the Big Thompson River and west of Mariana Butte is located at the intersection of three (3) wildlife corridors. The amount and diversity of wildlife is tremendous and widespread. The creation of the Morey Wildlife Reserve at Mariana Butte is a direct result of this abundance of wildlife.

The Reserve at Mariana Butte was the first development west of Mariana Butte. The developer, the city staff (especially, Deb Pearson of long range planning), and later the City Council all recognized the impacts development would create in this area and to the wildlife corridors. With this in mind, The Reserve at Mariana Butte proposed and provided greater setbacks around homes and does not allow fencing along lot lines. This allows for greater movement of wildlife between Mariana Butte, the golf course, the Big Thompson River and Dry Creek. **The staff, planning commission and council all agreed and made it a requirement.**

I personally work for the golf course and have observed the wildlife for years. Three (3) years ago the area around the butte and golf course had an infestation of rabbits. At that time we witnessed the beginning of an increase in the number of fox. The increase in the number of fox has helped to control the increase in rabbits. Fencing restricts the ability of these predators and promotes the population of rabbits, voles, and mice. There is also a strong wildlife corridor

through the ravine between the fifteenth fairway and the tenth fairway in the proposed development. The elk, deer, fox and other wildlife use this corridor. **Fencing should be restricted in this entire development and should not be allowed along the perimeter bordering the tenth, eighteenth, fourteenth, and fifteenth fairways.** Tall retaining walls and fencing along these golf holes would reroute the wildlife elsewhere on the golf course and onto the lots within the Reserve at Mariana Butte. This is not fair to the neighboring property owners. The protection of the wildlife corridor should be the responsibility of everyone in the neighborhood.

- The lots along the western boundary of the Ridge at Mariana Butte border homes located within The Reserve at Mariana Butte. **In order to provide harmony, continuity, and a transition between the two subdivisions, the lots along the western boundary of the Ridge should be of the same area and width as the lots within The Reserve and include unique home designs.**

My personal opinion concerning the overall density is probably quite different than that of the developer and the opinions of many of my neighbors within the subdivisions west of the butte. I have no problem with higher density housing along the eighteenth, tenth, and fourteenth holes of the golf course, provided that the lot along the eighteenth fairway and located adjacent to the lot within The Reserve should be of equal or greater area and width as previously mentioned. With that in mind, I also believe it would be in the best interest of the neighbors within the developments along Rossum Drive, if all of the lots within the Ridge at Mariana Butte, that are located between the fifteenth hole and Rossum Drive were to be single family lots of equal size and width as the lots within The Reserve First Subdivision at Mariana Butte, with unique home designs, and constructed under comparable covenants.

My reasoning for this belief is that it is in the best interest of both the neighbors and the developer. The use of higher density townhomes between Rossum Drive and the fairways to the south, with a larger single family lot neighboring The Reserve, is in keeping with other developments east of Rossum Drive, except, for the five lots along the south side of Rossum Drive and located within The Reserve. These developments have smaller lots, townhouses, and patio homes. On the other hand, the development of the north side of Rossum Drive within the Ridge at Mariana Butte with complimentary sized lots, unique designs, and covenants as found within The Reserve are what many of the neighbors would like. These larger lots are in keeping with the lots within The Reserve, the subdivisions along Buckingham Lake, and the lots surrounding holes two through six of the golf course. These subdivisions all include lots of greater size and greater setbacks, and are located on the same side and west of Rossum Drive.

Respectfully,



Kenneth L. Morey
5415 Cedar Valley Drive
Loveland, CO 80537

Re: Ridge at Mariana

kclodge@comcast.net

Fri 3/27/2015 10:24 AM

Inbox

To:Gina Hamilton <ghamilton@thegroupinc.com>;
Cc:Nancy Walkowicz <nwalkowicz@thegroupinc.com>;

0 1 attachment

walkowicz.pdf;

Hi Nancy,

Attached is a brief letter addressing The Ridge proposed development. I did not have an opportunity to drive down to take a close look, but I go down Rossum Drive from Hwy 34 most of the time when going into Mariana Butte, so I am somewhat familiar with that area.

After giving that development some thought, I don't think the negative impact will be too severe, and except for the 5 homes directly adjacent to The Ridge, I don't think there will be much measureable loss in value to the custom homes in The Reserve. With Holsapple being one of the adjacent properties, I doubt these proposed homes will be terrible, and in fact, might be his best product to date.

Ken

From: "Gina Hamilton" <ghamilton@thegroupinc.com>
To: kclodge@comcast.net
Cc: "Nancy Walkowicz" <nwalkowicz@thegroupinc.com>
Sent: Tuesday, March 17, 2015 9:49:18 AM
Subject: FW: Ridge at Mariana

Ken Cavender,

It was a pleasure talking to you.

Thank you so much Nancy Walkowicz

-----Original Message-----

From: Scanner@thegroupinc.com [mailto:Scanner@thegroupinc.com]
Sent: Tuesday, March 17, 2015 9:36 AM
To: Gina Hamilton
Subject:

PC ATTCHMENT 3

CAVENDER COMPANIES

Real Estate Consultants and Appraisers

KENNETH E. CAVENDER, SRA, BROKER

March 26, 2015

5918 Southridge Greens Blvd

Fort Collins, CO 80525

(970) 226-1481

kclodge@comcast.net

Nancy Walkowicz
1401 W. 29th Street
Loveland, CO 80538

RE: The Ridge

Dear Nancy,

I have reviewed the documents you sent on the proposed development adjacent to Mariana Butte called The Ridge.

Reading through the proposal, I see 57 lots will be developed on 15.6 acres, for a density of 3.65 units per acre; 4 homes per acre has seemed to be the norm over the past two-three decades, with P&Z pushing for higher densities.

The average lot size will be 8,687 sq ft, with the smallest at 5,458 sq ft and the largest at 13,602 sq ft. These sizes are also somewhat typical of new subdivisions, and quite similar to the US Homes area of Mariana Butte.

The designs of the proposed homes are typical of \$300,000 to \$450,000 homes built recently in northern Colorado with Craftsman and Cottage style front elevations. The fronts of the home will have about 25% masonry (probably cultured stone).

The set backs will be: 16' front, 5' sideyard and 10' rear. While these are not optimal, and probably are significantly less than your filing of Mariana Butte, these are commonplace in new developments. The sideyard setbacks means there will only be 10' between houses which will make for a cramped look, and 16' front setbacks hardly leave room to park a car in a driveway, unless of course the garages are setback from the entry porches.

Appraisers learn early in their education that the "Principle of Conformity holds that maximum value is realized when a reasonable degree of sociological and economic homogeneity is present." This principle applies both to land use and types of improvements on the land.

Therefore, I think there is a possible loss in value for the \$600,000 to \$1,000,000+ homes located nearby in Mariana Butte. When a lower priced home is in an area of higher priced homes, the lower priced home is "brought up" and when a high priced home is in an area of lower priced homes, its value is negatively affected. However, I think there is inconclusive data to prove a specific loss in value for your filing. Midtown Homes has been successful building \$200,000 to \$350,000 homes in a variety of locations, and it does not appear there has been any loss in value to surrounding property. Of course, most of their projects have been in areas of lower priced housing, and I am not aware of any of their homes being built adjacent to high-end custom

designed homes.

It appears that the homes most affected will be a few homes on Eagle Ridge Ct and possibly on a few on Rossum Drive. There are only 5 homes directly adjacent to the proposed subdivision.

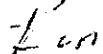
Homes throughout the subdivision will be affected, but to a lesser extent. However, I think there are some mitigating factors which will limit negative impacts.

It appears this proposed subdivision is part of a Mariana Butte Master Plan, so homeowners in the area should have known of the possibility of this area being developed with lower priced homes on smaller lots.

The US Home area to the east side of Mariana Butte has homes in the \$200,000 to \$400,000 range, and it can be argued those homes have less architectural appeal than the proposed Mid Town Homes project. The proximity of those homes, although there is more physical separation between filings, does not appear to have significantly affected values of the custom homes.

I believe there may be some negative impact on The Reserve at Mariana Butte, and in particular, on the 4-6 homes bordering The Ridge. But, it appears the impact is slight, and at this point, nearly impossible to measure without an in-depth study.

Sincerely,



Kenneth E. Cavender, SRA

Planning considerations, Loveland, CO
“Mariana Butte Golf Course”
North Entry

Location Hwy 34 / Rossum Drive
“The Ridge”

Adjoins Big Thompson River, Golf course and practice range property, The Reserve at Mariana Butte, close to St. Andrews HOA and in vicinity of 3 other HOA's, about 400 homes.

Preliminary Findings:

1. The nearby neighborhood, The Reserve at Mariana Butte, is about 15 years old. Homes are typically about \$.7M - \$1M. Most of the owners are retired, couples or single, some with grandkids. There has been no planning so far on this small area even while 400 expensive homes were built, a major golf course constructed with a club house, and a natural habitat created in the Morey Preserve. Flood notwithstanding, the area is still premium. There is more than enough money to restore the Morey Preserve, protect the Reserve at Mariana Butte and the homes at St. Andrews from economic threat and add to the well being of Loveland.
2. The development was designed specifically to be broadly spaced homes, no fences to facilitate wildlife movement, no demarcations of lot lines. It facilitates golf as a life style, including golf garages and pathways for driving golf carts to course and clubhouse.
3. It is not compatible to place multifamily, close-spaced residences adjacent, along with recreation facilities such as an outdoor swimming pool next to such a neighborhood. Multistory buildings would not be compatible as they would block the signature view of the Butte at the entrance at Eisenhower and Rossum.
4. The area is the major wildlife corridor for large hooved animals - elk, deer, rarely, a moose. Foxes were common before the 2013 flood. They suffer from mange (widespread in CO). Their dens are near the Big Thompson River. Photos are available showing more than 100 elk on the driving range. These move along the Big Thompson and over the golf course area, including between the homes in the first subdivision there “The Reserve at Mariana Butte.” They move across the golf course area to Dry Creek watershed, Boedecker Lake and the low areas of Loveland near Wilson and First streets. The open space/no fence design has been supporting a healthy blended environment for large and small animals. Damage is minimal and manageable.
5. The open land is a significant drainage watershed to the Big Thompson with three drainage occasional streams. Any concentration of this must consider the erosion potential at their outfall, particularly at the golf course. Although blended by the driving range and 18th hold grading, this slope facing north to the Big Thompson discharges thousands of gallons per hour during a significant storm. In the summer time this can be a weekly or oftener occurrence. Erosion paths by the 14th tee are centuries old, fascinating to see, both into and along the Big Thompson waterway.
6. The open land proposed for development is home to dozens of prairie dogs. The prairie dogs were ‘removed’ 3 to 4 years ago one night (method unknown). They are back now, visible at some times with 40 to 50 peering out from their burrows.

7. There are a few raccoons. There are no outside garbage storage facilities tolerated for any home. No outside trash containers or storage sheds are tolerated. There are no rats. There were bears sited at the Morey Preserve before the 2013 flood.
8. The Reserve is platted to be single family residences, spaced more than 20 feet apart at the closest with restrictions preventing fences. The city and developer recognized the wildlife movement and the view aspects of the location.
9. Existing homes and an early 20th century picnic/recreation area are on the north side of the Big Thompson River and south of Hwy 34. These are widely spaced properties, with a rural feel dating from pre 1950. They contend with the late 20th century development of the golf course area.
10. The Reserve and specifically Morey Preserve are recognized at state and federal levels for the blend of quarry remediation to wildlife and wetland habitat with an environmentally sensitive golf course and spaced homes along waterways. This is the design philosophy of The Reserve as well and by geography should extend through from the existing home through to the 11th green.
11. The proposed development area floods adjacent to the northern border of these lots, to the extent that there is installed a permanent automatic traffic control gate that closes off the Rossum Drive access. Recently the Western Easement was closed by the city, limiting, in the extreme, access to all of these homes in the subdivision to a single access point from First Street. In non-flood conditions, Rossum Drive is the single through street to the homes. For a significant time there was no entrance at Rossum and Eisenhower. This kept the area quiet. When the road was opened it created a traffic hazard with cars entering from Eisenhower not visible to cars exiting from Eagle Court in time to avoid collision at the common speeds seen.
12. The area near the Big Thompson is used daily for recreation - hiking, fishing, golf ball searching, and wild-life photography. Parking is difficult due to fences that come and go near the river.
13. Golf balls rain into the proposed development area from the south. These are from the tee on No18 (left hook from typical amateur players) and from the driving range. Usually these balls fly into the (out-of-bounds area) proposed development area by 100 feet and bounce farther in.. Some are found 200 feet from the southern edge of the property in question. Neighborhood kids make their living collecting these balls. They sell thousands of these annually. There are more than 100 balls per week. Protection from these flying golf balls might suggest a net, a true eyesore and incompatible with wildlife. Space is what is required. Experience with homes on the low left side of the number 2 golf hole confirm the driving distances seen and the need for armored glass.
14. The view across the proposed development area is of Devil's Backbone, from the Golf Course club House. The Club House view extends from that scene looking north, then west to see Rocky Mountain National Park and to the southwest to see Longs Peak. It is known as the \$3 million view.
15. The view location within the lots is the short bluff above the 14th tee. This has a view of the Mummy Range, a favorite short hike for residents of the area. Lighting is best for early morning glow in the mountains but evening sunsets are enjoyable from this point. The design should protect this point from any development, especially as it also overlooks the golf tee. It is a terrible place to put a swimming pool.
16. The major N. CO visitor attraction, internationally, is Rocky Mountain National Park. Locally the golf course is a major draw, from Wyoming to Denver. Partly due to the Club House and teaching accommodations, the Mariana Butte site is a year-round attraction. From a golfer's consideration, there is already encroachment on the golf course from homes too close. The

high tee is a sort of signature view for the 13th hole. Adding dense housing or a hotel here would destroy this element.

17. Emergency services to this location are from a Fire Station at Wilson, south of First St. and in the extreme, emergency personnel have arrived from the Loveland Airport. Loveland police response is nearby. There are numerous emergency sirens up and down Hwy 34, particularly in the summer. Traffic bottlenecks with a traffic light that would be suggested at Rossum and 34 would create a major impaction hazard.
18. Lot size should generally follow a guideline for comfortable living on the lot, not just the home. Farther west as this is from town, the ratio of development area to lot size generally decreases to below .40. This allows for gardens and decorative landscaping. Xeriscaping is encouraged at state level. Dense development is not compatible with this concept.
19. Any development with more than 5 homes offers an opportunity to have a planned approach for shared energy. Shared electrical storage and solar generation are both practical, with storage expectations within 5 years giving the possibly to be completely independent of grid ties. At the same time, the planned notion today must include a provision for broadband (fiber optic) internet speeds to a neighborhood. This is a requirement in many states already. Now is the time to insist on this in Loveland and with this premier location. Even cellular coverage is marginal at this location so additional resident are going to demand better facilities. The planning stage is the time to arrange for this, not later.
20. Homes built here should be facing Rossum. They should not have backyards facing this main entrance.
21. City notification should include all homes served by Rossum, from 1st st to Eisenhower. All are impacted significantly by this proposed development. As the area is nearly fully built-out, any development at this critical point should be done in a compatible way. The simplest approach is to use the design guidelines and covenants of The Reserve at Mariana Butte which adjoins this. Even if there is no HOA, this would ensure a compatible extension of the present residential development.

Proposed guidelines for residential development.

Let the area 'read' on entry as "*Ahh, beautiful, view of the butte, mountains, peaceful,, Golf Course Club House on hill, golf.*" *No urban hubbub or density or fussiness. A breath of fresh air off of Highway 34.*"

SKETCHES for the below are available. This is real planning and design, not just zoning.

Limit to single family residential SFR compatible with
The Reserve at Mariana Butte (existing executive homes)
Golf Course use
Golf Practice and Teaching use (no nets), a
The St. Andrews homes.

Area rules:

No fences. Feature mixed landscaping (trees, xeriscaping, minimal lawns. Open space easement at south boundary is a safety area for golf balls landings. Posted as no entry (small signs facing the golf course, not over 1 ft high, lettering not over 3 inches, next to Out-of-bounds white markers. Rental Golf carts to be electronically controlled to prevent driving into the area. Could have blended low impact (not over 1 ft) contour drainage swale, possibly lined, to deal with sheet flow water from golf course. See similar feature along the 18th fairway.

Building Design rules:

The homes on both sides of the no 18 golf hole should be a guideline for design. These buildings should not be image copies of each other. They are to be unique custom designs that emphasize the Butte area as a transition between Loveland and the Rocky Mountains. Emphasis is on Rock or Stone facing, timbers, from traditional mountain, southwest or Prairie Style (FLW). Modern style glass/stone ok with shaded eves. Roofs to be a range from standing ridge metal to metal coated with stone to look like tiles, or faux slate. Not flat composite or wood shake. Roofs must have deep shadow line definition. Earth tones, not bright colors. Relate design to the big storms from the S and SE directions.

Garages are behind homes, not visible from either Rossum nor the golf course. They can be joiner buildings to the homes on either side. Homes on North side of property limited to single story so they do not tower over the homes closer to Rossum. The homes close to Rossum can be two story. If modern design or SW design, they could have view portion of roof for evening sitting to enjoy sunsets or mountain views.

If homes were built, 5 to 10 single family residential or double homes with considerable open space at areas adjoining the golf course could be considered.

Spacing

From the property line on the south side to the center of Rossum there should be a 200 ft buffer. This area is best dealt with as open space, landscaped, possibly xeriscaped. It could include a transit path for golf carts from Rossum and possibly for some light golf equipment. Best route would be on the path from Rossum at the lift gate, past the east side of the property to driving range and club house. Most of this is in place now, as a path by the 10th hole. There would be

no nets. Trees and shrubs would be wise but not cottonwood trees. Landscaping with irrigated turn would be prohibited.

Through this area from south to north, there would be three swales. The west swale would continue through the garden area and extend across Rossum as present. The Eastern swale would be to Rossum near where the water warning driving barrier gate is presently. The center swale would be where the developer shows a boulder retaining wall. It would be better to line this swale with rock walls than to make a barrier wall across it. It is easier to direct water than to engineer waterfalls.

Siting for buildings

Provide a single non-through connection to Rossum on the south side. This would flag connect to about 5 single or double homes. these homes face Rossum. Between the homes there could be garages, not visible from the Rossum Entry, possibly four cars each, with a home beyond to the south. These homes back from Rossum would be limited to low, lower cost, patio-style living. They would relate as a guest house relates to a main house. The houses that would face Rossum could be two story with their front view facing Devils' Backbone. A similar combination could be on the north side of Rossum (single example, but be apart from the present homes on Eagle Ridge Court by 80' (40' side setback, 40' front setback.)

The driveway serving these homes can incorporate parking area, not on Rossum, but between these homes to not block garages. It would be temporary parking subject to usual Loveland rules of non-storage non permanent parking. This is only for personal vehicles or a small pickup truck, not campers and large vehicles. There is ample parking for such large vehicles around Loveland, from Walmart to storage lots.

No on street parking! Especially on Rossum Drive.(None is tolerated except in some marked locations in the neighboring areas at the Reserve off the main thoroughfare. Side areas are used for bike lanes)

Signage/entrance at 34 Should bespeak quality on a corridor with International visitors to RMNP. A low engraved stone sign against rocks would be OK. It should simply say Mariana Butte. There is no reason to create neighborhood signs for The Ridge, The Reserve at Mariana Butte, St Andrews or several other HOAs. More signs just cheapen the whole but what is there, leave alone. Avoid anything that looks like a tract of homes in the building, selling or living stages.

Traffic light?

A light is probably necessary If there are more than 8 homes but highly problematic on hwy 34 at this location. Better would be a way to meld into traffic from Rossum east onto hwy. Turning west onto hwy 34 from Rossum is about impossible now from Spring thru Fall. The Western Easement, now closed, eliminated the only other way to access 34 west in summer. *Consider an underpass at Hwy 34, to the North side. This could accommodate hwy 34 westbound that needs to turn south onto Rossum as well as traffic leaving Rossum that wishes to turn west on 34. That way, not light is needed. This obviates the stop and engine roars for traffic on 34. It would fit and be a better use of space than a traffic circle.*

Other traffic:

Provide for golf course equipment access (this is a corridor used for the purpose for the life of the golf course.)

Provide for personal golf car storage and access to cart paths from homes - it is a golf community. This could be incorporated at the back of the integrated garages. Keep this traffic off of the Rossum Drive in this area, for safety. Consider an active flashing light for drivers if a golf cart is within 20 feet of the crossing. The car drivers already are about asleep with coffee, their cellphones and slides around the turn as they exit from Rossum to Hwy 34.

Wildlife movement:

Wildlife transit is primarily via the western and eastern swales. Presently it is about 10% on the west, 20% on the middle and 70 % on the eastern swales. Build no fences. Provide for indoor storage of all garbage bins. Avoid outside water features, areas to collect blowing debris to discourage possums and other pests animals.

Add some trees but choose those which are not food for deer and elk. Pines and similar on the golf course have been successful.

Quality of life:

Internet - presently, dismal at best. (Comcast is best at about 50M, sometimes). This should be a site that demands FTTH. Provide for fiber access from CO N-S corridor out to the reserve along Hwy 34. Connect at the garages of this development (A small building could support the fiber access points for 1000 Gigabit Fiber to be distributed to the nearly 500 homes within the Mariana Butte area. The fiber paths fro here would cross Rossum and proceed on both sides of it, making use of the cart paths and other low impact install options. Absence of fiber connectivity is already demonstrated as a showstopper to bring executive and modern high tech companies to Loveland. This is the place to correct the problem.

On-air cellular and TV coverage are terrible in Mariana Butte. The cellular problem could be corrected with micro cell sites within at the area, served by this fiber. The same is possible to boost distributed entertainment products. This could all be homed to a buried 10,000 ft building within the 200' golf ball set back area noted above.

Recreation:

Build an observation area on the point overlooking the 14th golf tee. This is simple enough, a few benches, some low trees - not cottonwoods. This could create the signature look for this entrance to Mariana Butte.

Instead of building a small, expensive-to-maintain pool, consider a small community building or nothing. The Chilson Pool is adequate and tough to improve on. Complete the bicycle trail from Wilson to this entrance at Mariana Butte. Consider extending it from here to the Dam Store as part of the Big Thompson Restoration Project.

The advocacy here is for top quality at this site in Northern CO. It is the gateway to RMNP, easily the premier location to live in Loveland.

Please distribute to
City Planning Greg George
Senior Planner Troy Bliss

and thence to these:

Planing Commission, Loveland
John Crescibene, chairman
Carol Dowding 2BA hearing officer
Michael Forrest 2BA hearing officer alternate
Jeremy Jersvig
Patrick mcFall
Buddy Meyers
Rich Middleton, Vice-chairman
Rob Molloy
Mike Ray

City Council

Cecil Gutierrez, Mayor
Ward 1 Chauncey Taylor and Troy Krenning
Ward 2 Joan Shaffer and Phil Farley
Ward 3 Hugh McKean and John H. Fogle
Ward 4 Ralph Trenary and Dave Clark

Rick Ellinger
a resident of Loveland at Mariana Butte
active in Business Development for CO

Troy Bliss

From: Beverly Walker
Sent: Friday, March 27, 2015 10:20 AM
To: Troy Bliss
Subject: FW: Mariana Butte 1st Subdivision Concerns

From: Kevin Hayden [mailto:kevinleehayden@aol.com]
Sent: Friday, March 27, 2015 10:15 AM
To: Robert Paulsen; Beverly Walker
Subject: Mariana Butte 1st Subdivision Concerns

March 27, 2015

Dear Planning Commission,

As a long time resident of the Mariana Butte area, local business owner, and avid golfer of Mariana Butte Golf Course, we are wishing to share our concerns for the proposed development, The Ridge at Mariana, along Rossum Drive.

The communities of St. Andrews and The Reserve at Mariana Butte have long shared a serene co-existence with the unique beauty of this area of Northern Colorado. Nestled along the Big Thompson River we share our home with wildlife such as elk herds, deer, coyote, fox and the occasional bear and bobcat. By maintaining open spaces and providing increased setbacks both from the street and the golf course adjacent property lines we have been able to create an open environment for our natural neighbors to live and thrive by maintaining their migrative paths. The density of this new development causes me concern for these animals as they are a very real part of our neighborhood and add to its character.

We have been able to create a unique environment, not only through quality construction and one-of-a-kind custom homes, but through increased separation between structures. This has long allowed a feeling of getting away from the city while still being in city limits. The small lot sizes and minimal setbacks truly detract from the existing neighbors and create a feeling of congestion.

Living in a Golf Course community creates its own unique safety concerns that developers need to be keenly aware of for the safety of its residents when planning a community. By increasing setbacks along golf adjacent properties you can reduce the number injuries to residents and the liability of golfers that use the city provided golf course.

Mariana Butte Golf Course is one of the crown jewels and recreational destinations of Northern Colorado attracting golfers from all over the world. It has long been known for its beautiful topography, spectacular wildlife and challenging vertical play. Golfers come to this unique course because of its open feel and endless views. Even the homes that exist do not detract from its beauty as they are all one of a kind properties that again, have set backs to prevent themselves from being too close to the line of play, and are separated to allow the beauty of the area to peer through for the golfer to enjoy. The current proposal does not seem to allow for this, and truly takes away from the experience of Mariana Butte Golf as well as the enjoyment of the great outdoors.

The proposed development itself provides several concerns for us. For example, the increased traffic to Rossum Drive coupled with the limited parking available in the proposed development to its residents leads me to wonder if our current road system can withstand the additional load. Is the developer, Eric Holesapple, prepared to improve these roads to accommodate the additional widening associated with a collective road?

Nowhere along Rossum Drive will you ever view a rear elevation on ANY home. The proposed area currently shows, at minimum, 12 properties that back to Rossum Drive, which are the primary entrances to the Mariana Butte Golf Course. Not a very attractive gateway to something that brings so many visitors to our Loveland community and revenue to the city.

To reiterate, we are asking that the following concerns be addressed with regard to this new development of "The Ridge at Mariana":

- Road infrastructure on Rossum to accommodate increased traffic
- Parking accommodations within the proposed development
- Style and Quality of development and homes be complimentary to its surrounding environment.
- Increased set backs to provide safety to residents from errant golf balls
- Increased set backs between properties to provide space for existing wildlife to roam
- Increased open space and lot sizes to maintain a feeling of separation amongst neighbors and neighborhoods
- Rear elevations to not face Rossum Drive, the gateway to Mariana Butte Golf Course

While we recognize that this property will be developed and we welcome the opportunity to share the beauty of this area with new neighbors, we encourage the Planning Commission to remember what makes this area special and to have ANY new development maintain its uniqueness by adopting some of what the existing neighborhoods have included in their developing plans. It will make for a better community amongst neighbors, increased property values for all, maintained beauty for the natural landscape, better habitat for our existing wildlife, and more enjoyment for the guests of the city run Mariana Butte Golf Course. We appreciate your thoughtfulness in this matter and look forward to being a part of providing solutions to this final piece of our community.

Sincerely,

Kevin and Amy Hayden

970-215-5960

kevinleehayden@aol.com

March 26, 2015

To: Troy Bliss, Planning Commission
City of Loveland

Re: The Ridge at Mariana Butte – Proposed Housing Development

As a resident of The Reserve at Mariana Butte, my husband Lynn and me are very concerned about the negative impact the current proposed housing development plan will have on the residents in the Mariana Butte area.

There are several areas of concern:

1. High Density Housing – 57 single residences crammed into the area is too much
2. 5'-10' between houses is not in line with established housing developments
3. Proposed house values would be detrimental to current property values
4. Fencing and High Density - detrimental to wild life and preservation of wild life habitat along the Big Thompson River – contrary to neighboring development which is one of the main attractions of area
5. Increase in traffic and the location (on curves) of the 4 proposed access entries off Rossum will pose increased safety hazards for drivers, walkers, bikers and golfers
6. Houses with backs and sides facing Rossum Drive would be unsightly and not in accordance with current established housing developments
7. Two story housing will block views – contrary to current, established residences
8. Increase in traffic into and out of Rossum Drive onto Highway34/West Eisenhower – this is already an area requiring extra caution especially at daily high traffic times and going into summer. East bound traffic too often fly around the corner and frequently cross into the eastbound access lane. Turning onto Rossum from the westbound lane often requires long waits as it is
9. Winter driving is hazardous from the bridge to the top of the hill when entering or leaving from Highway 34
10. No natural buffers between current residences and new development
11. Swimming pool – detrimental to wild life; guarantees increase in children in area where the majority of residents are retired professionals; only 7 parking spots planned would result in parking on Rossum increasing safety issues
12. Some driveways appear too short for extended pick up trucks.

Proposed Options to current plans:

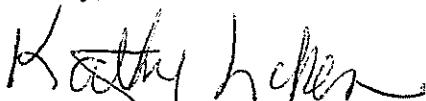
1. Would like to see mid to high end single resident patio homes with larger lots or townhouse/duplex units on larger lots similar what was developed on Rossum Drive from the first street entrance

2. Minimum of 20 foot natural buffer between current residences on Rossum and new houses
3. Redesign plans to increase spaces between new houses to 20' to be more in line with current residence
4. Restructure lots so that all houses would face Rossum Drive
5. Eliminate current access (Palmer Circle, Jones Court and Nicklaus Court) provide single access point on each side of Rossum at more centralized point where road is straighter – approximately where current Palmer Court is shown
6. Eliminate swimming pool – utilize that area for residents visitor parking or develop park like common area for residents (lower maintenance costs and liability insurance)Parking is an issue on many of the streets in the Reserve at Marianna Butte

Overall with the current proposed plans, I am very concerned that the integrity of the area – both the houses and the environmental beauty that attracted many current homeowners - will be negatively impacted and that the current housing values will decline while the safety of current and future residents will be compromised.

We realize development will occur. At a minimum, lower density, patio homes or duplex units with larger lots and natural common areas on each side of Rossum and serious consideration to safety by redesigning the access from Rossum would be much more desirable.

Sincerely,



Kathy and Lynn Loken
5395 Fox Hollow CT
The Reserve at Mariana Butte

March 25, 2015

City of Loveland
Planning Commission
500 E. 3rd St.
Loveland CO 80537

Re: The Ridge at Mariana Butte-Proposed Housing Development

Dear Planning Commission:

I was highly concerned when I saw the plan for the addition of high-density housing to Mariana Butte. As a resident of the Reserve, I feel this would be detrimental to our neighborhood and would impact the value of our homes. This area was not designed for high-density housing and traffic. I feel this area should be allowed to build only high-quality, single family homes, following the 'feel' of the Rossum, Cedar Valley neighborhood.

I'm hoping you will take this into consideration.

Sincerely,



Phyllis J. Marlow

Troy Bliss

From: D Dynes <dmjenk@comcast.net>
Sent: Wednesday, March 25, 2015 1:11 PM
To: Beverly Walker
Cc: Troy Bliss
Subject: The Ridge at Mariana Butte
Attachments: City Planningltr.pdf

Importance: High

Hello Troy and Beverly – I understand that you are the principle contacts regarding concerns/comments about the proposed development – The Ridge at Mariana Butte. Please see attached letter listing my concerns as a resident of the area. Also listed are what I regard as more favorable options. Please feel free to contact me with any questions. I would urge you, as decision makers - if you have not already done so, to drive from Highway 34 onto Rossum and note where the proposed access drives are and to also drive through the rest of the neighborhood to get a sense of how this proposed development would not fit into the currently established residences.

I plan to attend the neighborhood meeting scheduled for Tuesday, March 31.

Thank you for your attention,

Diane Dynes
5435 Cedar Valley Drive
The Reserve at Mariana Butte

March 24, 2015

To: Troy Bliss, Planning Commission
City of Loveland

Re: The Ridge at Mariana Butte – Proposed Housing Development

As a resident of The Reserve at Mariana Butte, I am very concerned about the negative impact the current proposed housing development plan will have on the residents in the Mariana Butte area.

There are several areas of concern:

1. High Density Housing – 57 single residences crammed into the area is too much
2. 5'-10' between houses is not in line with established housing developments
3. Proposed house values would be detrimental to current property values
4. Fencing and High Density - detrimental to wild life and preservation of wild life habitat along the Big Thompson River – contrary to neighboring development which is one of the main attractions of area
5. Increase in traffic and the location (on curves) of the 4 proposed access entries off Rossum will pose increased safety hazards for drivers, walkers, bikers and golfers
6. Houses with backs and sides facing Rossum Drive would be unsightly and not in accordance with current established housing developments
7. Two story housing will block views – contrary to current, established residences
8. Increase in traffic into and out of Rossum Drive onto Highway34/West Eisenhower – this is already an area requiring extra caution especially at daily high traffic times and going into summer. East bound traffic too often fly around the corner and frequently cross into the eastbound access lane. Turning onto Rossum from the westbound lane often requires long waits as it is
9. No natural buffers between current residences and new development
10. Swimming pool – detrimental to wild life; guarantees increase in children in area where the majority of residents are retired professionals; only 7 parking spots planned would result in parking on Rossum increasing safety issues

Proposed Options to current plans:

1. Would like to see mid to high end single resident patio homes with larger lots or townhouse/duplex units on larger lots similar to Buckingham Shores on the south end of Rossum
 - a. I know several people (including me) who would like to downsize and stay in this area

2. Minimum of 20 foot natural buffer between current residences on Rossum and new houses
3. Redesign plans to increase spaces between new houses to 20' to be more in line with current residence
4. Restructure lots so that all houses would face Rossum Drive
5. Eliminate current access (Palmer Circle, Jones Court and Nicklaus Court) provide single access point on each side of Rossum at more centralized point where road is straighter – approximately where current Palmer Court is shown
6. Eliminate swimming pool – utilize that area for residents visitor parking or develop park like common area for residents (lower maintenance costs and liability insurance)

Overall with the current proposed plans, I am very concerned that the integrity of the area – both the houses and the environmental beauty that attracted many current homeowners - will be negatively impacted and that the current housing values will decline while the safety of current and future residents will be compromised.

While ideally I would like to see the land stay as it is, I realize some development will occur. At a minimum, lower density, patio homes or duplex units with larger lots and natural common areas on each side of Rossum and serious consideration to safety by redesigning the access from Rossum would be much more desirable.

Sincerely,

Diane M. Dynes

Diane Dynes
5435 Cedar Valley Drive
The Reserve at Mariana Butte

With 4 proposed side roads off of this very short segment of Rossum I am concerned about an increase in potentially serious accidents especially with the children who will be in the region. In addition, this low section of Rossum has been completely closed several times and even has automatic flood gates in place should the Big Thompson overflow its banks. Future flooding and closures will hopefully be infrequent but will be unavoidable. This will impose an impediment to emergency vehicles which will have to use the W 1st Street entrance to Rossum as the only access to the area. Finally, the plans I reviewed offer only a minimal number of street parking slots. The home sites appear to be too close together to allow enough street parking without blocking driveways. I can easily envisage a single swimming party or Super Bowl Party (hopefully the Broncos) with guests trying to find a parking spot and spilling over driveways or even back onto Rossum.

- 4) Esthetic concerns. I'm not sure there is any way around this concern but the way the lots are set up requires that it will be the backyards of homes that will be visible as you drive along Rossum Drive. Backyards are less visibly pleasing than front yards, especially if they are filled with bar-b-ques, garish plastic children's toys, and, heaven forbid, clotheslines. That will leave a poor first impression of the entire Mariana Butte Golf Course and community and probably have adverse effects on property values of surrounding homes.
- 5) Effect on Mariana Butte Golf Course. Some home sites will border the 10th, 14th, 15th and 18th fairways and will be subject to the occasional errant shot. Anyone buying here should already be well aware of this. My concern is that some owners may want to erect large nets to provide some protection for their new homes. While I can certainly understand this, I feel that such structures are ugly and detract from the beauty of one of the prettiest golf courses in Northern Colorado. Currently along the course boundary are areas of metal fencing and low open slat fences and these look fine. But there is at least one 15-20 foot netting monstrosity which significantly detracts from the appearance of the course. Has the golf course committee been involved in evaluating the proposed development?

Suggestions:

- 1) If time permits consider a brief "field trip" to the Thompson Overlook neighborhood built by the same company (Midland Homes) that is involved with the Ridge at Mariana project. The neighborhood is located on Sopris Circle on the east side of S. Wilson just south of Walgreen's. Picture in your mind transplanting the Thompson Overlook project onto the land of the proposed Ridge at Mariana project. This picture should emphasize the stark differences between the new project and the current neighborhood at the Reserve at Mariana Butte. Especially consider the effect on visual esthetics of unrestricted fencing in this area and the potential traffic concerns I outlined above. Also imagine driving along Rossum looking into backyards of closely spaced homes instead of more pleasing front yards. I think a 10 minute road trip would be worth more than reading a series of letters. Perhaps a better comparison would be Tulip Creek homes (Callisto Drive just north of E County Rd 20C) which are also being built by Midland Homes. These appear to be better quality construction but are still too close together, only 10 feet separate the units as opposed to 20 feet in the Reserve neighborhood.
- 2) Reducing the number of lots would mitigate or even eliminate the concerns I've outlined. I expect the developers will howl that they can't make it pay off if they have to reduce the number of units but they undoubtedly have at least one backup plan for a project of this size. As a recent example, the project being built now at the other end of Rossum as it enters W. 1st Street was reorganized and seems to be working well. As I understand it the number of units was reduced and what is going up now appears quite compatible with the surrounding neighborhood.

- 3) Fully investigate the traffic situation on Rossum Drive. If this is a "major connector" will it need to be widened? Can anything be done to reduce speeds through the area? The 25 MPH speed limit sign is a joke. Traffic bumps on both ends would be helpful. Should a traffic light be considered at Rossum and highway 34? Making a left from westbound 34 onto Rossum or left onto 34 from Rossum in late afternoon or the weekends (especially in the summer months with Estes Park traffic) is difficult and potentially dangerous. With the expected increase in traffic it can only get worse.
- 4) For whatever number of units is approved seriously consider a ban on obstructive fencing along the Rossum Drive portion of the development.

Thank you for your consideration,


Richard Giansiracusa
891 Eagle Ridge Ct
Loveland, CO 80537
970-663-0316

Attention Loveland Planning Commission:

My husband Richard and I built a custom home at 891 Eagle Ridge Court at the Reserve at Mariana Butte (RMB) in 1999. Our home is directly west of the proposed Ridge at Mariana Butte (Ridge) development. We have always expected that open land to be single family, attached homes and condos. We have recently viewed the plans for Ridge and have some concerns.

1. The lot sizes and yards are much smaller and incongruous with the RMB. The setbacks at the Ridge are 5 feet, as opposed to 10 feet in the RMB. The developer, Midtown Homes, has a nearby project built in 2012 called The Thompson Overlook. It is located at Sopris Circle (north of Wilson and 8th). We took a look at this neighborhood to get an idea of Midtown Homes vision and standards. The small lots and 5 foot setbacks gave a very negative impression of crammed in houses with postage stamp rock/grass yards and hodge-podge wooden fencing. While we realize that the Ridge homes will be more upscale, the lots and yards are still extremely small. We are also worried about the quality of fencing.

I recommend fewer homes, larger lots and no fencing between properties.

2. There is no transitional open space or housing planned between the Ridge and RMB. Site plans indicate a fence.

I recommend a high quality wall and landscaping with trees and bushes as a buffer between the Ridge and RMB.

3. The homes on the east side of Rossum have back yards facing the street. We would rather not have bar-b-qs, yard furniture, playground equipment and clothes lines at the entryway of our neighborhood.

I recommend requiring front facades and yards rather than rear views to face Rossum. Front facades are more attractive, usually with stone or brick embellishments.

4. A pool is planned on the west side of Rossum. Children will be crossing a curvy, busy street to get to it.

I recommend a well-lit cross walk adjacent to the pool.

5. Drainage from the 18th fairway and adjacent RMB homes currently passes through a proposed lot. It is a small wetland.

I recommend preserving this wetland and not building on that lot, far southwest.

6. The ravine on the north side of Rossum is currently a drainage area and a corridor for elk, deer, coyotes, raccoons, etc. to reach the river. It will shortly be filled with dirt and have houses on it.

I recommend no fencing of properties.

7. Parking in this neighborhood appears to be very limited. Rossum is a narrow feeder street with blind curves.

I recommend no parking on Rossum.

8. Golf balls from holes 10, 14, 18 and the driving range will hit the homes built south and east of Rossum. Ask anyone who plays Mariana to verify this. I recommend that this be disclosed to potential buyers.

9. There are currently only 2 access roads into our entire subdivision- Rossum to Eisenhower (closed during the 2013 flood) and Rossum to 1st St. A private road to the west is barricaded. It is also extremely difficult, because of heavy traffic, to make a left turn onto HW 34.

I recommend that the city reconsider buying and maintaining the private road for another route to HW34.

10. Last, but not least. The land for Ridge is currently inhabited by prairie dogs.

I recommend that they be humanely relocated.

Thank you for your time and consideration.



Ellen Giansiracusa
891 Eagle Ridge Ct.
Loveland, CO 80537
(970)663-0316

March 20, 2015

To: City of Loveland Planning Department, Attention Troy Bliss

From: Walt & Nancy Walkowicz 836 Rossum Drive, Loveland CO 80537

Dear Planning Department,

We want to express express our multiple concerns regarding the preliminary plat of The Ridge at Mariana Butte.

We oppose the density of 57 homes sites that are proposed. To this end specifically the lot size, setbacks, limited buffering to the adjacent Mariana Butte Reserve subdivision, drainage, and traffic concerns regarding the curves on Rossum drive and blind turns in and out of this proposal.

- **Lot size.** The lot size is not conducive to the surrounding adjacent neighborhoods.
- **Setbacks.** Setbacks do not create enough buffering between the adjacent neighborhoods nor between the individual home sites to create an attractive and conducive look to the neighborhood.
- **Limited buffering to adjacent Mariana Butte, The Reserve.** We feel there is inadequate buffering between the subdivisions that have homes with significantly higher price points.
- **Drainage.** Currently there is substantial drainage channel on the west side of the development where it abuts the 18th fairway of Mariana Butte. What is being proposed is a removal of the full drainage and replacement with a minimal pipe. Drainage in and around Mariana Butte is a significant issue as we have seen in the past years. Why a smaller drainage inlet would be allowed seems to be folly and ripe for future problems that will impact many neighbors.
- **Traffic concerns.** Beside increased traffic at Rossum drive and HWY 34, to blind corners are being created in and out of the new neighborhood. Specifically, vehicles entering Rossum drive from the proposed Jones Court and cars entering Rossum from Nicklaus Court turning east. As a home owner that lives on the curve of Rossum drive we know firsthand the dangers of pulling out into an almost blind curve where traffic on Rossum is not paying attention and we are concerned that a fatal accident is just a matter of time.

Finally we have concerns about the impact of the value of homes in the community. As Mariana Butte golf course is one of the most desirable public golf courses in the state, so is the desire of people who want to live in the area. The visual impact of this project and the density makes this "gateway" to Mariana Butte golf course unattractive and will leave a lasting impression with golfers from outside of the region.

We are not new to this area having lived in Loveland since 1971, Nancy has been a licensed active real estate professional for over 40 years and Walt has been on City Council and on the Planning Commission in the past.

We are not opposed to development and we would support reduced density that creates greater setbacks from the existing neighborhood, with additional buffering.

Thank you

Walt and Nancy Walkowicz

Date: March 20, 2015

To: Members of Loveland Planning Commission

Re: Proposed residential development The Ridge at Mariana Butte on Rossum Drive

Background:

My wife and I have been residents of the Reserve at Mariana Butte for the past 6 months. We moved here because the pristine nature of the area, the existing subdivision, and the golf course, all of which are truly world-class. The new subdivision as proposed will be out of character with the existing surroundings, and will adversely impact it for the following reasons.

1 - The proposed density of housing given the existing lot and home sizes in the area is inappropriate and out of character for the type of homes in the area, the "open space" arrangement of the area, and the golf course. Furthermore arranging backs and sides of homes to face Rossum Dr (because of the density of the homes) will be detrimental to the existing home arrangement facing the street and to the area in general. The present subdivision and its golf course are clearly an outstanding feature of Loveland and such an area should be preserved.

2 - The proposed density will adversely impact travel on Rossum Dr. It is possible that this existing single road in and out of the present subdivision will not safely accommodate the increased traffic. Parking availability and play areas within the new subdivision will be significantly limited. No park is planned within the new subdivision.

3 - The present free movement of the elk and deer population will be severely compromised, if not totally eliminated, by new retaining walls on the north and a decorative fence encompassing the other 3 sides of the new area. Such a fence arrangement also does not fit with the open-space nature of the existing development.

4 - The proposed swimming pool is an unreasonable use of available land (and its limited time for use -(open only 3 months a year). This is especially true given the absence of any planned park or play area.

5 - The obligatory increased heavy commercial traffic along Rossum Dr over 2-3 years poses a significant risk to the local population and the road itself as it is the only way in or out.

6 - My property is immediately adjacent to the new subdivision. If grading and landfill occur as planned on the adjacent lot to mine, I will lose my existing system of water drainage and will incur significant costs to create an alternative.

Thank you,

Randy Marsh

868 Rossum Dr.
775.2143 Cen 5244928
PC ATTCHMENT 3

Troy Bliss

From: Janet Shea <jldgshea@q.com>
Sent: Wednesday, March 18, 2015 2:24 PM
To: Robert.Paulsen@cityofloveland.org; Beverly Walker; Troy Bliss
Subject: The Ridge development at Mariana Butte. 27 subdivision plans

To the City of Loveland Planner and members of the Planning Commission.

re: The 27th subdivision plans (The Ridge at Mariana development)

I am Janet Shea, I live at 835 Rossum Drive and have lived here about 17 years.

I built a lovely home that conforms with the area. I live on the 16th blue tee box.

My house faces the proposed Ridge subdivision. I am about 1 block to the west. I

can see a portion of the area. I feel like the type of construction proposed for the area

will reduce the value of my home.

I have several concerns about the proposed building for this area. The houses are very

close together 10 ft. apart. The lots are about 1/2 the size of the lots in the area.

There is little parking space in the proposal. The streets entering Rossum Drive will complicate

the driving on the road. It is already a tough one. Several accidents have occurred on the

area where the road starts up the hill. Especially in icy conditions. My guess would be you

will have to install a light at Hwy 34 and Rossum Dr. 57 houses can create 100 plus cars

to add coming and going. Many of the houses could even have 3 cars.

There is a lot of

speeding and maybe speed bumps would help.

The proposal wants to put the houses on lots 1/2 the size as the rest of the community. They

want to build them closer to the front and closer together. I would like to see them build them

to conform to the rest of the area. Loveland built this beautiful golf course and it is well known for its beauty. People come from far away just to play the course. They have to drive on Rossum Drive to get to the golf course. The proposal wants to build houses backs facing Rossum Dr. so that will require fences along the road so the houses can have some privacy in their yards. We love this area and would not like to see something like that happen to this wonderful area.

I am concerned about the safety of the houses being built against the driving range and number

10. I suspect the City will have to put up a very large fence similar to the one at South Ridge golf course in Ft. Collins. More expense for the City to build and maintain. We sure do not want anyone injured.

I am concerned about the proposed building reducing the value of my property. No one will ever

want to buy my house valued over a million when it is next to the proposed housing types.

I would like to see the builder change their plans and go for something more like what is now being built at 1st street and Rossum Drive. They should conform to the size and type of homes in the area. Size of lot enlarged and larger houses. I am not against houses being built in this area only I would like them to conform with what is already here so there is not a definite line between the areas.

If you have any questions about my concerns and I probably have more than I have stated, please call me. My number is 970 203 0801. Thank you for your consideration.

Janet Shea

Troy Bliss

From: fjalbers2@aol.com
Sent: Friday, March 13, 2015 1:20 PM
To: Troy Bliss
Subject: Proposed development of The Ridge at Mariana

I would like to share my concerns with the proposed subdivision development of The Ridge at Mariana.

All of the homes along Rossum Drive have been built with great pride and enhanced with professional landscaping which is kept in pristine condition. No fences are allowed and the houses are at least 20 feet apart. All houses face the street and are set back a minimum of 25 feet and some over 35 feet; on street parking is very limited, garbage and recycling bins must be kept in the garage.

Most of the homes have been built for retired homeowners. They are generally professionally maintained. When I tell people where I live, the response is, "Oh, you live in the best part of town." We want to keep that reputation. The city owned golf course bordering part of the proposed subdivision is always well maintained and is a great asset to the city. In order to maintain a view of the butte and clubhouse, only single story single family homes should be allowed in the proposed development.

I have visited three high density projects built in Loveland that are similar to the proposed development of The Ridge at Mariana. Needless to say, these developments are incompatible with the established neighborhoods of The Reserve and St. Andrews.

There is also considerable traffic on Rossum Drive now and adding more will present difficult traffic issues. There is also concern for emergency vehicle access with only two entrances.

Floyd Albers
854 Rossum Drive
970-278-9304

Troy Bliss

From: Rick Grondin <takithom@yahoo.com>
Sent: Wednesday, March 11, 2015 2:15 PM
To: Troy Bliss
Cc: Beverly Walker
Subject: Re: Mariana Butte 27th Subdivision - Preliminary Subdivision Plat and Preliminary Development Plan

Good job Troy. Greatly appreciated your fast response. Thank you for all your insights.

On Wednesday, March 11, 2015 12:03 PM, Troy Bliss <Troy.Bliss@cityofloveland.org> wrote:

Good afternoon everyone,

Thank you all for your interest and comments regarding the Mariana Butte 27th Subdivision applications the City has under review for a proposed single-family development on Tracts R & S – Mariana Butte PUD First Subdivision (legal description). Rather than responding to each of you individually, I wanted to compose this email for you all. First, I think it would be important that I share with you the application process, so that you all have a clear understanding of the expectations and opportunities to participate in the project reviews.

The applications under review include a **Preliminary Subdivision Plat** (this is the mechanism for creating individual lots for the homes to be built on) and a **Preliminary Development Plan** (this gives all the detail about how the proposed development would look, i.e. landscaping, street design, utilities, building elevations, etc.). These preliminary level applications not only involve City review but opportunities for public participation through a neighborhood meeting and public hearing(s). The City has conducted an initial review of the applications and has provided the applicant a report, identifying changes that need to be made to their plans, in order to conform with certain City standards and zoning. Once the applicant and their team has gotten to a point of revising their plans, a neighborhood meeting will be held to present the project and consider additional comment/feedback from the neighborhood - taking into account what you have already conveyed to me through email as well as any other matters that may come up. The neighborhood meeting will also be a means to fully respond to all of the questions that everyone has.

(I am currently working with the applicant to arrange for a neighborhood meeting around the first week of April. I do not have a definitive date yet. However, notice for the neighborhood meeting will be mailed to property owners surrounding the project site and signs will be posted along Rossum Drive at least 15 days prior to the meeting, indicating the date, time, location, and general description of the project.)

Following the neighborhood meeting and upon completion of the application reviews by the City, I will work with the applicant to arrange for a public hearing with our Planning Commission. (I do not yet have a good sense of when this meeting will occur. If I had to guess, sometime in May most likely.) The public hearing with the Planning Commission is an opportunity for anyone to share their comments for consideration of the project. This too would be a fully noticed meeting (just like the neighborhood meeting). Planning Commission serves as the decision making body on these applications (appealable to City Council). The correspondence I have received from you all and all

others that I will continue to receive, will be provided to the Planning Commission in a packet of information, shortly before the scheduled hearing date (approximately 5 days before). It will also be posted to our website. Please understand that we will not be distributing correspondence to the Planning Commission at this time. It is very important that we follow due process procedures in the consideration of these applications.

With respect to the neighborhood meeting and Planning Commission hearing, components to the plans are likely to change. Consequently, as this information is provided to the City, you are always welcome to obtain updated information from the Current Planning office. I think it is important to let you all know that when you receive or see notice posted for the Planning Commission hearing, please contact me or come by our office because we will have the most up-to-date plans – the plans that will be considered by the Planning Commission. As a result, there may be additional comment you want to convey to the Planning Commission or even modify what you have already communicated.

I hope this information is helpful and isn't too lengthy of an email to get through. Again, I appreciate your interest in the project and look forward to meeting and talking with you all during the neighborhood meeting and public hearing. Thank you.

Sincerely,

Troy Bliss
Senior Planner
Current Planning
Development Services
City of Loveland
(970) 962-2579
Troy.Bliss@cityofloveland.org

Robert Paulsen

From: CenturyLink Customer <gks85@q.com>
Sent: Sunday, March 15, 2015 8:39 PM
To: Robert Paulsen
Subject: mariana ridge new sub division

Mr. Paulsen here are some pictures of the elk herd moving from Big Thompson river to Boedecker lake. thru the golf course. We believe the new subdivision needs a large fenced thorofare thru this eleven acres to the river.. I have more wildlife pictures if you want. We are opposed to this new low income housing as planned. Sincerely Gordon Smith 4910 St. Andrews

PC ATTACHMENT 3

Troy Bliss

From: Stephen Dratch <sdratch2000@yahoo.com>
Sent: Tuesday, March 10, 2015 7:56 PM
To: Troy Bliss; Beverly Walker
Cc: hoaco@me.com
Subject: Mariana Butte 25th - Extension, The Ridge at Mariana

Troy and Beverly,

I attended a HOA meeting at the Mariana Butte Club House on March 6, 2015 to be informed of the proposal for a new development named The Ridge at Mariana. A copy of the plan for the proposed development was available for viewing. I am a resident of The Reserve at Mariana Butte which is adjacent to the open space on Rossum Drive which is to be developed.

My initial considerations, concerns and recommendations regarding the submitted Plan are as follows:

Considerations:

The Mariana Butte Golf Course is the premier public golf course of Northern Colorado and a jewel of the City of Loveland. Mariana Butte also has historical value in the original settlement of this area and is a landmark for thousands of annual travelers going to, and coming from, Rocky Mountain National Park. Route 34 and Rossum Drive is one of two main entrances to the Mariana Butte Golf Course and residential community. All new residential building should be constructed in such a manner as to preserve the natural beauty of the area, and conform in value and spacing with the adjacent existing residential homes. We currently have one of the nicest residential communities in the area which should be preserved by maintaining or improving upon those standards. I would be very disappointed if the development of the MB 25th extension resulted in a down grade of the existing community.

Concerns:

1. A distinguishable new development of lesser value than the adjacent existing Reserve community is being proposed
2. Proposal is to build 57 new single family homes, on 3 required new streets, with a community pool and parking lot, open space or common grounds, on approximately 15.65 acres of property. This will be a very congested, dense housing area, and cramped in appearance due to the number of homes proposed for the acreage allotted. Results in small lot sizes, minimal space between homes, with minimal footage set back from house to street which does not conform with existing properties.
3. The back side of homes, and allowable picket style fencing, will be visible from Rossum Drive as people enter and leave the community which is very undesirable in appearance. Fencing will also inhibit the natural migration and movement of wildlife (Deer, Elk for example) which live in the area.
4. The requirement for a new traffic light at the intersection of Route 34 and Rossum Drive which would be highly problematic
5. Traffic safety and congestion associated with adding possibly up to 140 vehicles or more in approximately a 1/4 mile stretch of road
6. Evacuation in the event of a flood. Rossum Drive is closed between the new development and Route 34 when the Big Thompson River over flows.
7. Disturbing, or eliminating, the existing Natural drainage areas which would cause flooding and soil erosion to the Golf Course
8. Existing schools ability to accommodate the additional student population
9. Is a Bond proposal required for additional infrastructure road and utility requirements?
10. Are there additional tax requirements for the current existing population in support of the new development

Recommendations (What we would like to see):

1. The new development should be built in such a manner as to be indistinguishable in appearance, similar in lot size, and of equal value to the adjacent existing homes in The Reserve at Mariana Butte
2. Require a limited number of Single Family homes to be built on 15 acres which are valued from \$600,000 to \$1,000,000 +
3. Front of all homes should face Rossum Drive
4. Lot size minimum of 11,000 sq feet or larger
5. Set back of house from the street a minimum of 20 to 25 feet
6. Minimal distance between homes a minimum of 25 feet
7. Exterior siding use of Stucco, Brick, Natural Stone; Roofing should be Tile or Cement
8. No fencing, outside trash containers, or storage sheds
9. The Ridge HOA should consider using the same rules and requirements as previously established for The Reserve.
10. No Duplex style Patio homes or multi story condominiums which would block or detract from the view of Mariana Butte, and the view of Devil's Backbone from the Golf Club House
11. No swimming pool as it does not conform with the existing area and neighborhood.

Thanks in advance for taking our concerns and recommendations into consideration.

Stephen and Vivian Dratch
787 Beaver Cove Court
Loveland, Co 80537
970 619-8220

Troy Bliss

From: Rick Grondin <takithom@yahoo.com>
Sent: Tuesday, March 10, 2015 3:11 PM
To: Troy Bliss; BeverlyWalker@cityofloveland.org
Cc: Steve Gitt; Stephen Dratch; Greg Kregoski; Barbara Dobbins; Tara; Amy Kregoski; jenniferdcecil@msn.com; Rick Ellinger; Tammy White
Subject: Proposal for houses in Mariana Butte

Troy and Beverly,

My name is Rick Grondin and I own a residence on Beaver Cove Court in Mariana Butte. I am sorry I could not make either meeting on the Housing Proposal that butts up to the Golf Course on the North side of the Rossum Road going through Mariana Butte. I guess I have several concerns. Traffic with so many homes in such a small amount of space. Size and quality of homes. Being all of us out here have paid a premium for this area, because of it's views, being quiet, quality and size of housing, wild life, no fences, and most folks that have had kids and moved up in the housing chain. What is being proposed will bring down our value of our houses, create way more traffic, noise levels will increase, fencing will make product look cheap, safety on walking and biking trails will be compromised. Far from least, is wild life will be also be effected.

Let's put it this way. How would the folks that are building these homes like to have homes built next to them that are half to a quarter the value of there home they live in today. You know the answer to that question. Or once these are built how would they like a trailer park built next to them. And instead of 57 houses which is proposed, that they put in 100 plus trailers.

Troy and Beverly, I have no problem with the size homes and density as the homes that Aspen Homes is putting in down below on Cedar Valley Drive. Why would these folks not meet the same requirements in at least manner? How will this effect water pressures? Sir we had requirements also on the Condo's that were added at the other end of Rossum and thet look better than what was originally proposed. Also the Condo's on Deer Meadow Circle. Just have real problem that this new housing should have different standards of quality sir. Please consider rejecting the Size and housing density alsong with the quality of house needing to be built around the Signiture Golf Couse of Loveland which you are an employee of. Thank you for your response in advance.

Troy Bliss

From: Amy Kregoski <amykregoski@gmail.com>
Sent: Tuesday, March 10, 2015 3:47 PM
To: Troy Bliss
Subject: The Ridge At Mariana 25th

Hi Troy,

My name is Amy Kregoski and I live in Mariana Butte, next to the proposed subdivision. My neighbors and I were looking at the preliminary plans and we have grave concerns. I'm writing to voice mine, which are reflective of all my neighbors.

1. 57 houses seems like an extreme number for such a small area. I try to imagine what it will do to the home values for those of us who have invested a lot of money into our houses and chose this neighborhood because of it's natural, quiet setting.

2. Has anyone done a traffic study? How will 57 homes impact those living on Rossum and adjacent? How many cars/trucks do you estimate will be coming in and driving through the neighborhood on the only through street (Rossum)? How will the intersection at Eisenhower and Rossum be affected? It's already a dangerous intersection with current traffic. Will there be a traffic light installed? We already have the Masters in and west of the subdivision, which will be bringing in additional traffic. I think Eisenhower and Rossum will be a nightmare in the future...

3. The developer has proposed fencing. It says picket fencing, 5 feet high. One aspect of living in Mariana Butte is the lack of fencing and how it allows the wildlife access in and out of the neighborhood. Eagles nest in the trees on the golf course, adjacent to the proposed subdivision. This amount of construction can be detrimental to nesting. What will happen to the wildlife and has this been taken into consideration? How can we make sure to protect the wildlife?

4. How do we challenge this preliminary plan? Most of the neighbors are not against housing being built there, but this is so far opposite and outside of the nature of our neighborhoods here. It's obvious the builder is trying to get as many houses squeezed into a very small area without consideration of the people already live here and who will end up being deeply affected by it once the builder has finished and moved on.

We all have many more concerns about this development. I'd appreciate any help/information you can give us in order to challenge the plan. We love our neighborhood and want to make sure that our quality of life isn't destroyed by someone who wants to overdevelop a fragile natural area simply to make as much money as possible on his/her investment.

Thank you for any help you can give us,

Amy Kregoski
773 Beaver Cove Ct
970-281-5282

Troy Bliss

From: shirleylampshire@comcast.net
Sent: Monday, March 09, 2015 10:20 AM
To: Beverly Walker; RichGian@gmail.com; Bob & Terry Gindlesparger; dapackw@gmail.com; Troy Bliss; Robert.Paulson@cityofLoveland.org
Subject: The Ridge at Marianna Butte

My name is Shirley Lampshire and I live at the corner of Rossum Dr. and Eagle Ridge Ct. I have lived here for 18 years and have many concerns regarding the proposed development going on behind my property.

#1 In the early Summer of last year two of my neighbors and myself were in my front yard and Eric Holsapple came by in his golf cart and we asked who was the builder on the ground next to my house and he said it was his Company but not to worry it would be houses comparable to the Reserve. He said I live here too and I want it to be nice.

#2. This will be a major traffic problem. The plans show 57 building sites that realities to me 2 cars per house 114 cars and some homes will have 3 or 4 cars.

#3. After the 2013 flood has the drainage been considered in this project?

#4. Probably the wildlife does not enter into your decision but it is awesome to see.

#5. I would like to at least see a green belt in between the new homes and the Reserve and possibly a walk way.

#6 My final comment at this time, I would really like the Planning Board to take a tour of the area and tell me that this is the right planning for this neighborhood.

Thank you for taking the time to consider my thoughts and looking forward to meeting you in the future.

Shirley Lampshire

Troy Bliss

From: Lee Pallansch <lpallansch@q.com>
Sent: Monday, March 09, 2015 8:45 PM
To: Troy Bliss
Subject: Mariana Butte 27th Subdivision PP

Hello Troy,

My name is Lee Pallansch, and I live at 874 Eagle Ridge Ct. directly adjacent to this new development.

From what I can see online, the density of the housing concerns me. They are trying to put 4 houses backing up to the 3 of us along the East side of Eagle Ridge Ct. This will definitely impact the quality of life for me. I don't want to end up with houses right on top of me and loose the outdoor living space I have now.

I would also like to suggest that some green space between developments to preserve the open feel of the golf course community. I would also hope that the covenants of the new development are in line with those of The Reserve where fences and out buildings are limited.

I am really interested in having housing around us that is in line with the existing property.

I hope the Planning team will consider the inputs of the neighbors of this new development.

Thank you.

Regards,
Lee Pallansch

Sent from my iPad
lpallansch@q.com

To: Troy Bliss, Sr. Planner; Robert Paulsen, Current Planning Manager; Beverly Walker, Secretary for Planning Commission
CC: Mayor Cecil Gutierrez; Councilwoman Joan Shaffer; Councilman Phil Farley; Noreen Smyth, Sr. Planner; Karl Barton, Sr. Planner; Rick Ellinger, Reserve HOA President
From: John Lesmeister
Date: March 8, 2015
Subject: Comments Regarding the Preliminary Development Plan Proposed for The Ridge at Mariana Butte, Mariana Butte 27th Subdivision

I live in the St. Andrews subdivision which is 1-2 blocks from the proposed Ridge at Mariana Butte development and have carefully reviewed the Site/Landscape Plan and Architectural Elevations for the development.

It appears to me that insufficient consideration has been given to several aspects of the proposal. I urge personnel in the City's Current Planning Division and members of the Planning Commission to consider the following comments and obtain appropriate modifications as requirements for approval of the development.

1. The nearby neighborhoods (The Reserve and St. Andrews at Mariana Butte) consist of houses with market values of about \$400,000 to \$1,000,000. Those developments were designed with lot sizes of 10,000–15,000 sq. ft., no fences between yards or other demarcation of lot lines, no outside storage sheds or trash containers, open space, restrictions regarding roof materials, and restrictions regarding other architectural and landscaping features that create an aesthetically appealing neighborhood. The proposed development does not appear to be compatible with the existing neighborhood.

The proposed lot sizes range from 5338 sq. ft. to 14,444 sq. ft. with an average of 8,687 sq. ft. Only 13 of the 57 lots (22.8%) are larger than 10,000 sq. ft. The remaining 44 lots (77.2%) average 8,008 sq. ft. Sixteen of the 57 lots (28.0%) are less than 7,000 sq. ft. and average 6,206 sq. ft. Such small lots with only 5-foot side setbacks are not compatible with the adjacent neighborhood or with what one might expect to be part of a world-class golf course community.

2. The houses previously constructed by Midtown Homes in Fort Collins, Greeley and Loveland have been valued at about \$200,000 to \$350,000 and are not of comparable quality or appearance to those in the neighborhood adjacent to the proposed development. During the past 20 years, developers along Rossum Drive southward toward West 1st Street have attempted to maintain high quality construction standards and house values that blend with and enhance the appearance of the existing and adjoining neighborhoods. It would seem appropriate that the proposed development project should do the same.

3. The houses along Rossum Drive in Blocks 1 and 2 appear to have the backyards facing the road. The backyards will likely not be very attractive relative to the front yards of all of the other houses along the entire remaining length of Rossum Drive southward through the adjacent neighborhoods. Direct entry of lots facing Rossum Drive would seem more appropriate and compatible with the adjacent neighborhood.

4. Many bicyclists ride on Rossum Drive and many people walk on the current sidewalk year-round. The proposed development may result in about 60-100 more cars on Rossum Drive each day which will have a significant adverse effect on the safety of cyclists, pedestrians and vehicle users. Therefore, it is essential to provide adequate bike lanes (as required by law) and sidewalk space along Rossum Drive to assure public safety.
5. This area is a golf course community. The existing wide sidewalk that exists along Rossum Drive allows safe access of golf course maintenance equipment and golf carts onto the golf course. A safe, off-road route to and from the golf course that accommodates golf carts needs to be provided.
6. The golf course pedestrian crossing at the north end of the proposed development will become more hazardous as the volume of traffic increases on Rossum Drive. Some type of traffic slowing devices may be necessary at both ends of the proposed development to assure the safety of all users.
7. The increased traffic to and from the area and recent permanent closure of Cedar Valley Drive to County Road 23H may necessitate placement of a traffic light at the junction of Rossum Drive and West Eisenhower Boulevard. The speed and volume of east bound traffic coming around the bend just west of that junction will create a greater traffic safety problem than it already is.
8. Notes on the Site/Landscape Plan indicate a requirement of 3 trees per 100 linear feet along Rossum Drive throughout the proposed development. This number of trees may create line-of-sight issues for drivers and cyclists as they near the two proposed intersections within the proposed development. Too many trees may also result in shading of the roadway during winter snow storms which will make the sloping roadway even more hazardous than it already is during the winter months.
9. Parking along Rossum Drive or on the relatively narrow internal streets of the proposed development should not be allowed except in the Nicklaus, Jones and Palmer Court parking islands.
10. Management of drainage appears to be inadequate. The proposed roads and buildings will significantly reduce ground surface area for absorption of precipitation. Runoff from the large sloped area on three sides of the proposed development now flows through existing gulches and down ditches on both sides of Rossum Drive to the Big Thompson River. Such ditches do not appear to exist on the Site/Landscape Plan. Directing the flow of water off Rossum Drive is especially important during winter months. Furthermore, compaction and special engineering may be required to assure the structural integrity of houses built on top of recently deposited (and therefore unsettled) fill dirt in the existing gulches.
11. The proposed development covers a major wildlife corridor from the Big Thompson River up through the golf course, the Reserve and St. Andrews subdivisions and southward to Boedecker Lake. Herds of 25-50 elk, groups of 5-10 deer, foxes, raccoons, and an occasional bobcat and bear pass through the area. Deer frequently move up from the river at night to bed down in the open space area behind my house in Block 2 of the St. Andrews subdivision and move back to the river in the early morning hours. The fence surrounding the proposed

development and interior fences will severely restrict the movement of wildlife and may force them to walk on Rossum Drive more than they already do. The result may be creation of a public safety hazard.

The general notes on the Site/Landscape Plan do not specify the type of fence construction materials which may be used. None of the houses in the adjacent Reserve subdivision have interior fences. A few lots in the St. Andrews subdivision do have black, wrought iron fences with standardized material and construction requirements. Fences are not allowed at houses which back onto the open space in the St. Andrews subdivision. Wooden fences are not allowed in either the Reserve or St. Andrews subdivisions. None of the houses along Rossum Drive from West Eisenhower Boulevard south to West 1st Street have fences other than black wrought iron fences. Therefore, wood or vinyl fences on the perimeter of the proposed development or between houses would certainly not be compatible with the adjacent neighborhoods.

12. There should be a homeowners association and covenants with requirements similar to the adjacent subdivisions that assure maintenance of the quality and value of the homes and the neighborhood. Poorly written covenants with inadequate enforcement can be the beginning of neighborhood blight and lower property values.

13. Control of use of the proposed swimming pool by key card rather than touchpad or cipher locks whose codes can easily become common knowledge beyond the neighborhood might prevent the pool from essentially becoming a public recreation site with insufficient parking and excessive noise. Also, adequate patrol during the evenings may be required to avoid fence jumping by teenagers and swim parties.

14. Muted neutral house colors should be required to better blend with the existing neighborhood.

15. It appears that little if any consideration was given to the safety hazard of errant golf balls striking houses and people along the east side of the proposed development. Some residents along the south side of the St. Andrews subdivision currently experience continual structural damage to house siding and windows from errant golf balls. Such damage and hazards to safety will likely be even worse for houses in Blocks 2 and 3 of the proposed development. It might be appropriate to delete Block 3 houses from the Plan and require a longer set back from the property line on the east side of the proposed development.

Failure to adequately deal with all of the above described concerns will likely contribute to a decline in the aesthetic appeal, public safety and value of homes in the adjacent neighborhoods and in the proposed development itself over time. In general, I would prefer that the proposed development have larger lots and fewer houses without interior or perimeter fences along with higher quality and value houses that are more compatible with those in the adjacent neighborhoods. Your careful consideration of the above described concerns will be appreciated.

John Lesmeister
5174 Stoneridge Drive
Loveland, Colorado 80537

Troy Bliss

From: Dane <dapackw@gmail.com>
Sent: Sunday, March 08, 2015 5:59 PM
To: Robert Paulsen; Beverly Walker; Troy Bliss
Cc: Reserve at Mariana Butte
Subject: Proposed Mariana Butte 27th Subdivision plans

March 8, 2015

TO: City Planner and members of the Loveland Planning Commission

FR: Dane Packard at 862 Eagle Ridge Court

RE: Proposed Mariana Butte 27th Subdivision plans off Rossum between Highway 34 and Eagle Ridge Court

I understand there will be a public meeting notice going out at some time to all of us affected by this proposed 57 home development. I want to share my concerns early on as well as at the time of the public meeting with the rest of the neighbors here.

I've always directly communicated with others, so I am a bit concerned that the Planning Commission members are not email accessible to Loveland residents. However, I shall trust that their office is correct in saying this communication will be forwarded to all Planning Commission members. I will, of course, have it available at the public meeting as well.

1. PROBLEM OF DEVALUING THE GOLF COURSE AND THE SURROUNDING PRESENT DEVELOPMENTS. A high density 57 home development only ten feet apart from each other and from present homes devalues the property of the high tax paying residents presently residing in the area as well as those of us most directly affected.

SUGGESTED SOLUTIONS:

a. While the planned homes' appearance is questionable to some, at the least lower the number of homes allowed and require that the fronts of the houses face Rossum.

b. Require 20 feet between homes and 25 feet between planned homes and the property lines of those living on Eagle Ridge Court.

2. PROBLEMS OF PUBLIC SAFETY CREATED BY THE PRESENT PROPOSAL a. Proper drainage where the two natural watersheds are presently on the north side of Rossum. Are these considered watersheds under federal agency oversight or a matter of providing for drainage so that new housing is not undermined and water and ice do not build up on Rossum?

b. There is not presently adequate parking for any visitors and Rossum cannot be safely used.

c. Retaining walls for new builds would need to be high enough to protect from flooding as was the case in 2013 when flood waters covered all the golf course and up to the bottom of the ridge.

d. Presently the two car entrances on the north side of Rossum come out to blind and dangerous turns when attempting to turn east. We who live on Eagle Ridge Court have experienced daily the dangers of our blind lack of sightline when turning east. We have tried twice in my memory to get the city to put in speed bumps to slow traffic on Rossum to no avail. This real danger will certainly need to be addressed.

e. Homes planned that go directly up to the line of the golf course near the driving range and # 10 will certainly be losing windows and anyone outside will likely be hit by flying golf balls. In addition to lowering density which could move homes down the hill a bit to greater safety, will better windows be provided by the builder or will the city install nets? Presently a large number of golf balls regularly end up at Rossum.

f. Not only is there real danger for car traffic, but human traffic going to and from a proposed pool at Rossum (if it is approved) will be huge. If a pool is approved, it should be moved as far away from the road as possible with legal crossings for pedestrians across Rossum indicated clearly.

g. With such a possible huge increase in car traffic, safety will call for the city putting in a light at Highway 34 and Rossum. It is already quite dangerous and certainly impossible to cross safely in the summer with our huge increase in visitor traffic.

h. Whatever is approved will mean warning signage down at the river and at the golf cart crossing because the large number of elk who have been using the drainage areas to come up to Rossum will be cut off. Where you could see them ahead of you to correct driving before, you will not likely see them with the trees and brush down below which they will be forced to use.

I know other neighbors have these and probably other concerns that will be raised. I look forward to the public meeting and receiving notice of it.

Thank you for your considerations.

Troy Bliss

From: Robert Gindlesparger <bgindle@msn.com>
Sent: Friday, March 06, 2015 7:51 PM
To: Troy Bliss
Subject: The Ridge at Mariana development

My name is Bob Gindlesparger. We moved to Loveland about 4 years ago after retiring from John Deere. We live within 500 feet of the planned new development called The Ridge at Mariana. I have seen the plans and I have a few concerns.

We moved to the Reserve at Mariana Butte because we felt that it was was unique development. We had the opportunity to move anywhere, but we chose Loveland. The golf course and the developments surrounding the golf course are key assets for the City of Loveland and helps differentiate it from other communities. I would like to see the new development enhance these assets.

Objectives

There should be continuity between the two additions. Visually there should be no delineations between the two adjacent additions.

The Golf course is a key asset for the city. The new addition should not detract from that asset. This addition will be very visible from the Golf Course Club House.

Maintaining the wildlife corridor should be a key objective

Concerns about The Ridge at Mariana

1) The distance from the property line to the building envelope is 5'. The Reserves distance to the side lot line is 10' and 15' from the rear lot line. This allows wildlife to move about and gives the appearance of openness and continuity.

2) The Ridge's setback from the street is 14', whereas the Reserve's setback is 25'. The setbacks should be consistent to maintain continuity.

3) The minimum lot size is 5,400 sq ft with the average being 8,700 sq ft, whereas the lot sizes in the Reserve are generally 12,000-14,000 sq feet. This again contributes to the feeling of openness and allows wildlife to move about. It is also visually appealing from the golf course.

4) The Reserve has a minimum square footage above ground on the first floor of 1,800 sq ft. The plans do not specify the minimum square footage in the Ridge. To maintain consistency they should be similar.

5) The Ridge has many homes facing away from Rossum Drive (the back yards will be facing Rossum). Most home owners will want to put a fence around their property to protect kids and pets. This will not be esthetically pleasing and will detract from this entrance.

6) The home values in the Reserve range from \$400k-\$1.1m. The new addition should be in a similar price range to not devalue the near by homes and to maintain consistency.

I am not opposed to development in this area. It was inevitable. I feel that it is imperative that the City maintain consistency with the existing developments.

Bob Gindlesparger

855 Eagle Ridge Ct
Loveland, Colorado

Sent from my iPad

Date: February 23, 2015

To: Troy Bliss, Senior Planner
Development Services Dept

Re: Concerns and four suggestions for proposed "Ridge at Marina Butte"

Background:

My wife and I have been Loveland residents for 31 years and have lived in The Reserve at Mariana Butte for the past 16 years. We have discussed the new project and decided to write separate letters to you with our concerns. Obviously we will have some similar ideas but I ask that you consider these two letters as independent assessments.

My home is on Eagle Ridge Court several hundred feet west of the new development. I built here with the understanding it would be on one of the premier golf course locations in Northern Colorado. It was obvious when I built that the project area under consideration would eventually be developed. I am in support of residential development of this land since it will provide a "finished" look to the area as well as an increase in Loveland tax base. However, I have reviewed initial plans and have several significant concerns. I am writing to inform you of my concerns and to offer several suggestions to perhaps make this development safer and more compatible with the current neighborhood.

Concerns:

- 1) Density. My principal concern is that the proposed housing density is too high which raises some safety issues and is incompatible with the current neighborhood. The proposal I have seen is for between 50 to 60 new homes with lot sizes averaging 8-9000 square feet and at least one lot <6,000 square feet. Lots in the neighborhood immediately to the west are in the 12-14,000 square foot range.
- 2) Fencing? This may or may not be a problem. I could not determine from the plans whether fencing would be allowed between structures, but if unrestricted fencing is permitted then I have several major concerns. The Reserve neighborhood immediately west has covenants barring any form of structure which clearly delineates property lines (fencing, hedges, landscaping, etc.). This gives the area a pleasant "open" feeling. A fence around the proposed swimming pool would be reasonable and probably necessary, but not between the separate housing sites immediately facing Rossum. There would be an awkward and esthetically unpleasant transition between neighborhoods if unrestricted fencing is allowed along Rossum. My concern does not involve some sort of decorative open fencing separating home sites and the golf course boundary away from Rossum but it might add another concern. This area is currently open space and if it is closed-in by fences it may adversely affect an area popular for wild life movement, especially elk. Groups of 10-50 elk are common in this area as they move along the Big Thompson River and south toward the golf course. If their path is blocked they will find other ways, quite possibly using the sharp partially blind curve along Rossum Drive from its low point between the flood gates up to the golf course.
- 3) Traffic. This stretch of Rossum Drive is currently reasonably busy as it represents one of only major 2 access points in and out of the entire Marina Butte region. This short stretch has been of concern long before any consideration of this new development and has been studied a couple of times by the city regarding excess speeds and the modestly limited visibility caused by the curve as Rossum enters the Reserve at Mariana Butte from the east. Our neighborhood has previously requested evaluation for a speed bump or stand-alone speed indicator warning lights to deal with dangerous speeders along this section but I believe we were told it was not an option since Rossum is considered a "major connector" or something to that effect. Of more concern is the curve at the very bottom of Rossum between the flood gates. The proposed development is reached from West Eisenhower (highway 34) via Rossum immediately after this sharp partially blind curve.

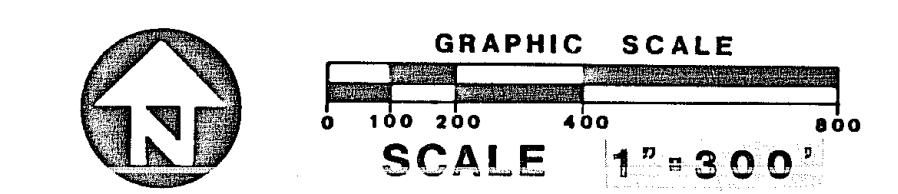
GENERAL DEVELOPMENT PLAN

MARIANA BUTTE

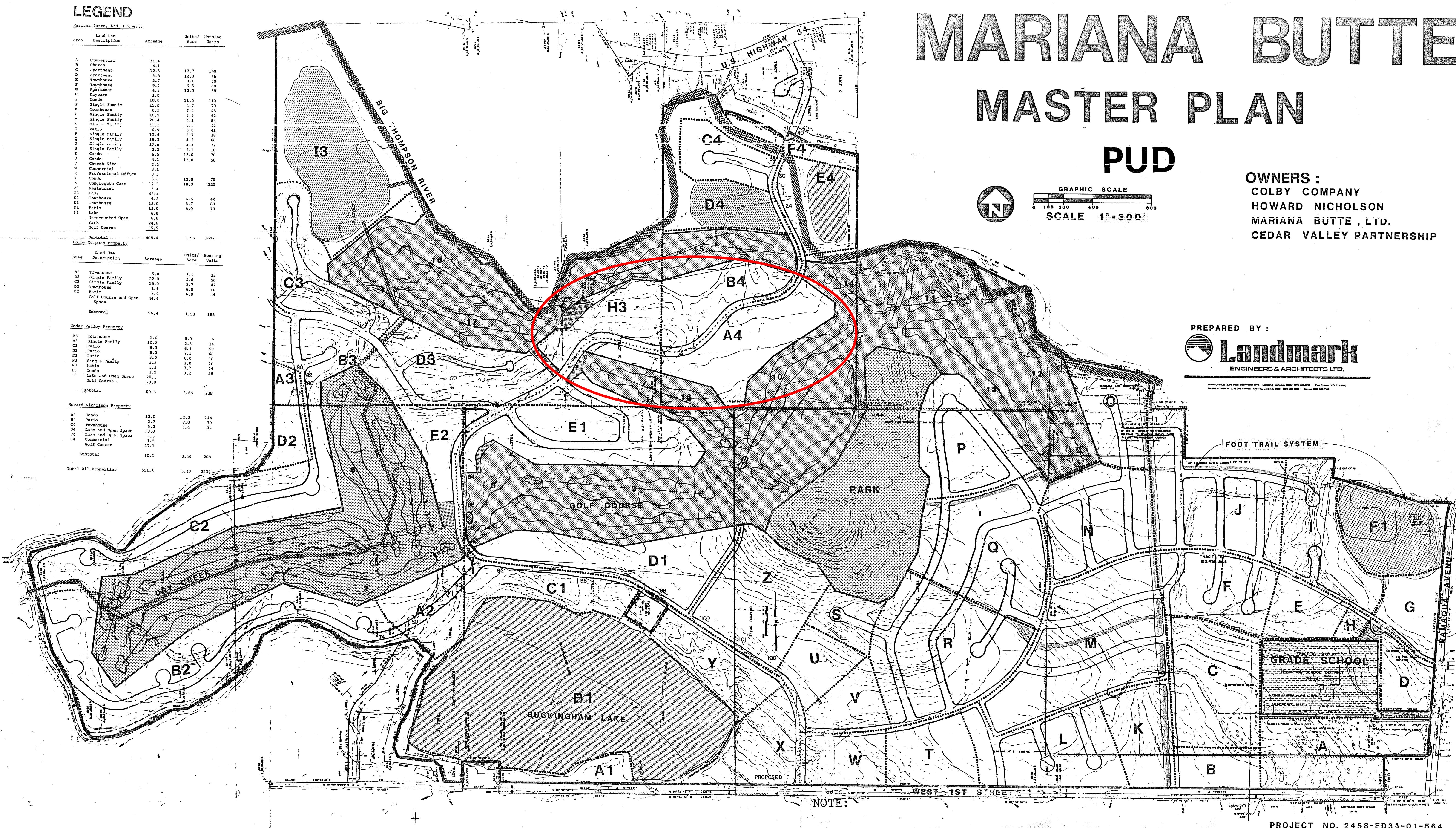
MASTER PLAN

PUD

OWNERS :
 COLBY COMPANY
 HOWARD NICHOLSON
 MARIANA BUTTE, LTD.
 CEDAR VALLEY PARTNERSHIP



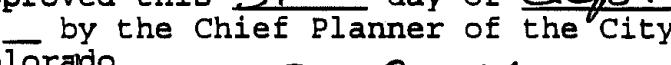
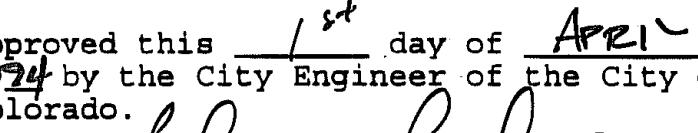
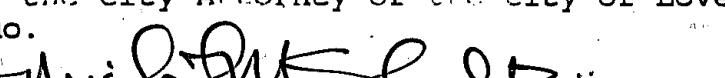
PREPARED BY :
Landmark
 ENGINEERS & ARCHITECTS LTD.



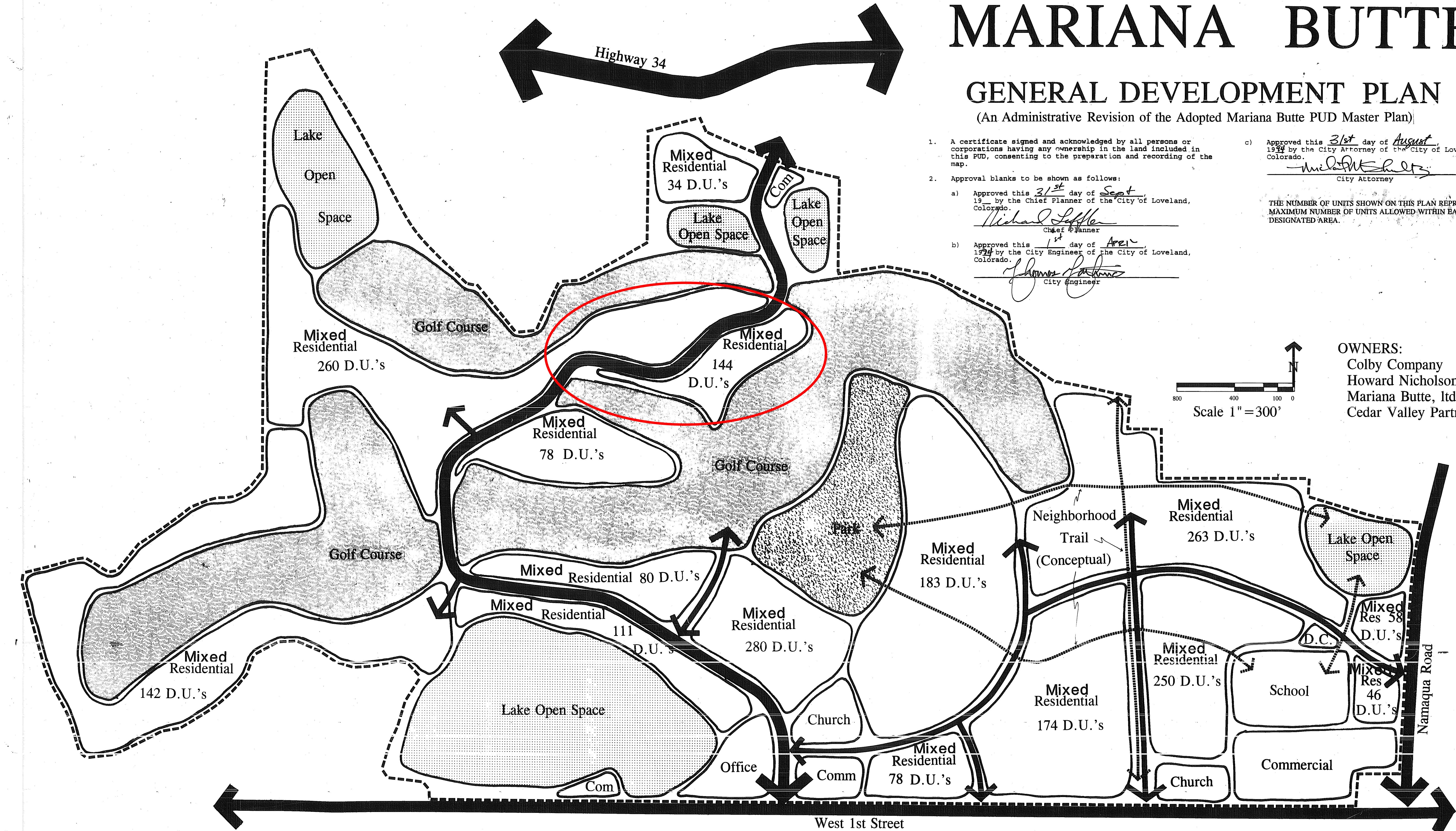
MARIANA BUTTE

GENERAL DEVELOPMENT PLAN

(An Administrative Revision of the Adopted Mariana Butte PUD Master Plan)

1. A certificate signed and acknowledged by all persons or corporations having any ownership in the land included in this PUD, consenting to the preparation and recording of the map.
2. Approval blanks to be shown as follows:
 - a) Approved this 31st day of Sept, 1974 by the Chief Planner of the City of Loveland, Colorado.

Richard Laffer
Chief Planner
 - b) Approved this 1st day of APRIL, 1974 by the City Engineer of the City of Loveland, Colorado.

James F. Laffey
City Engineer
- c) Approved this 31st day of August, 1974 by the City Attorney of the City of Loveland, Colorado.

Michael W. Shultz
City Attorney

THE NUMBER OF UNITS SHOWN ON THIS PLAN REPRESENT
MAXIMUM NUMBER OF UNITS ALLOWED WITHIN EACH
DESIGNATED AREA.



OWNERS:
Colby Company
Howard Nicholson
Mariana Butte, ltd.
Cedar Valley Partnership

MARIANA BUTTE

GENERAL DEVELOPMENT PLAN

(An Administrative Revision of the Adopted Mariana Butte PUD Master Plan)

1. A certificate signed and acknowledged by all persons or corporations having any ownership in the land included in this PUD, consenting to the preparation and recording of the map.

2. Approval blanks to be shown as follows:

a) Approved this 31st day of Sept 1992 by the Chief Planner of the City of Loveland, Colorado.

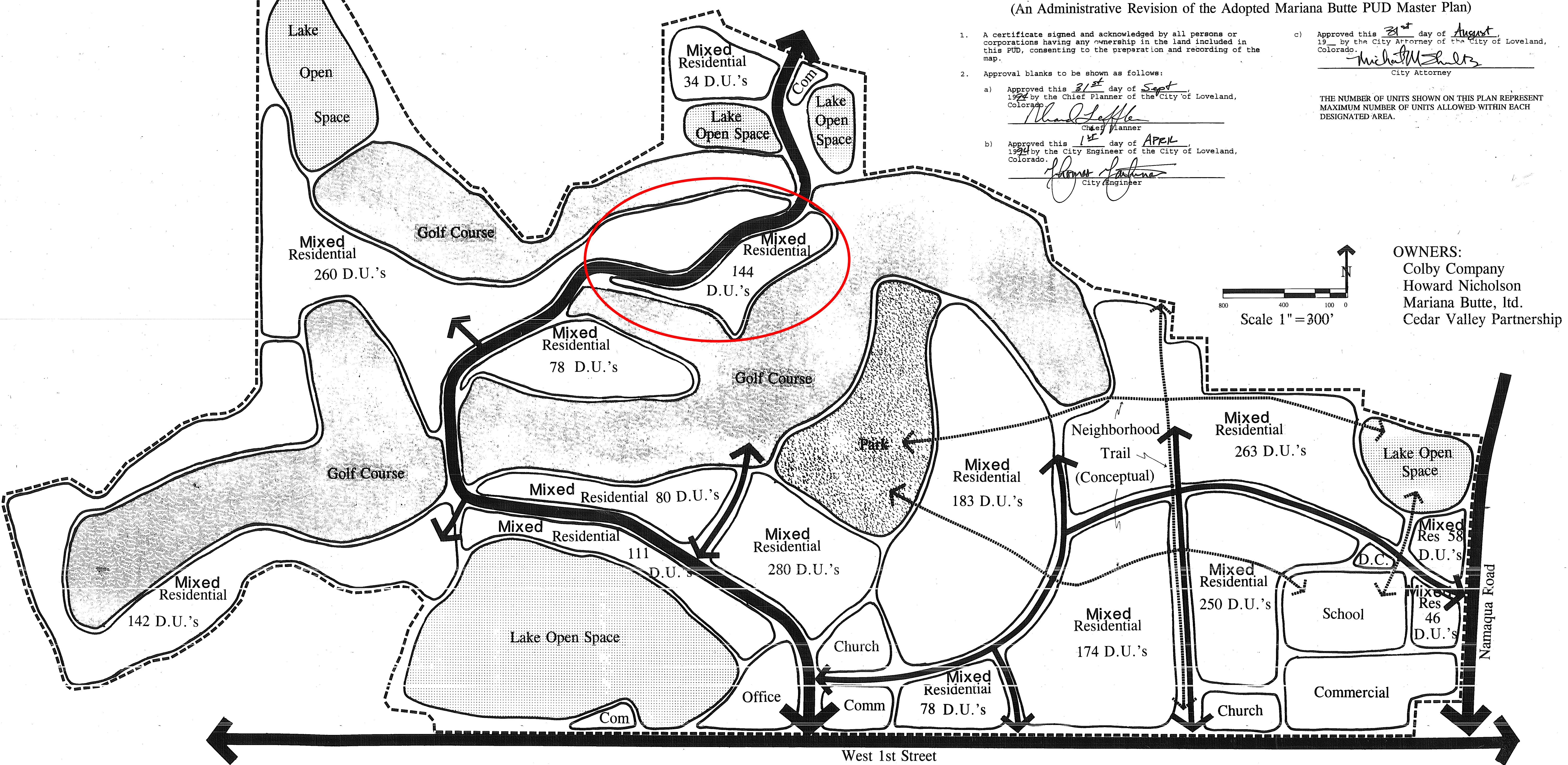
b) Approved this 1st day of APRIL 1992 by the City Engineer of the City of Loveland, Colorado.

c) Approved this 31st day of August 1992 by the City Attorney of the City of Loveland, Colorado.

Michael M. Shultz

City Attorney

THE NUMBER OF UNITS SHOWN ON THIS PLAN REPRESENT MAXIMUM NUMBER OF UNITS ALLOWED WITHIN EACH DESIGNATED AREA.



The
Ridge
at
Mariana Butte



OVERALL DEVELOPMENT DESIGN CONCEPT

The Ridge subdivision is the development of one of the last remaining internal parcels of the Mariana Butte General Development Plan. Surrounded by the golf course, the single family detached development implements the intended purpose of Tracts R and S in the GDP.

PUBLIC AND PRIVATE UTILITIES

POLICE City of Loveland
FIRE AND RESCUE City of Loveland
SCHOOLS Thompson School District RJ2

PUBLIC FACILITIES PROVIDERS

WATER City of Loveland
Service - 12" water line along Rossum Drive will be the primary source of the looped water services within the development.
SEWER City of Loveland
Service - Sewer lines will be tied into existing manholes in the northwest portion of the site.
ELECTRIC City of Loveland
Service - Service exists along Rossum Drive and will be extended along the new streets.
GAS Xcel Energy Service - Service exists along Janus Drive and will be extended along the new streets.
TELEPHONE Century Link
Service - Service exists along Rossum Drive and will be extended along the new streets.

STORM DRAINAGE

On-site storm drainage will be routed to the proposed detention ponds in the development. Conveyance will be accomplished via a system of surface swales, roadways, inlets, and subsurface piping.

LANDSCAPING/FENCING

Edge Treatment:
The development is bordered by the Mariana Butte Golf Course on three sides. The north side is elevated and will overlook the course. The south edge is along the fairway and will be bordered by an ornamental fence for separation from the course. The west edge borders existing houses.

Local Streetscape:
Along streets, lots shall be planted with a minimum of one street tree per lot frontage. The buffer yard concept for this development is a secondary row of trees along Rossum, providing a dense tree canopy along the collector road. A variety of street tree species shall be used throughout the development for visual interest and horticultural stability, thus creating a canopy effect as the project matures. The homebuilder of each lot shall install the private yard street trees before the issuance of the Certificate of Occupancy or shall be responsible for posting proper financial security as required by the city of Loveland, for required trees.

Common Areas/Open Space:
The Open Space areas shall include native grasses and xeric plantings and shall be incorporated into the detention areas and outlots.

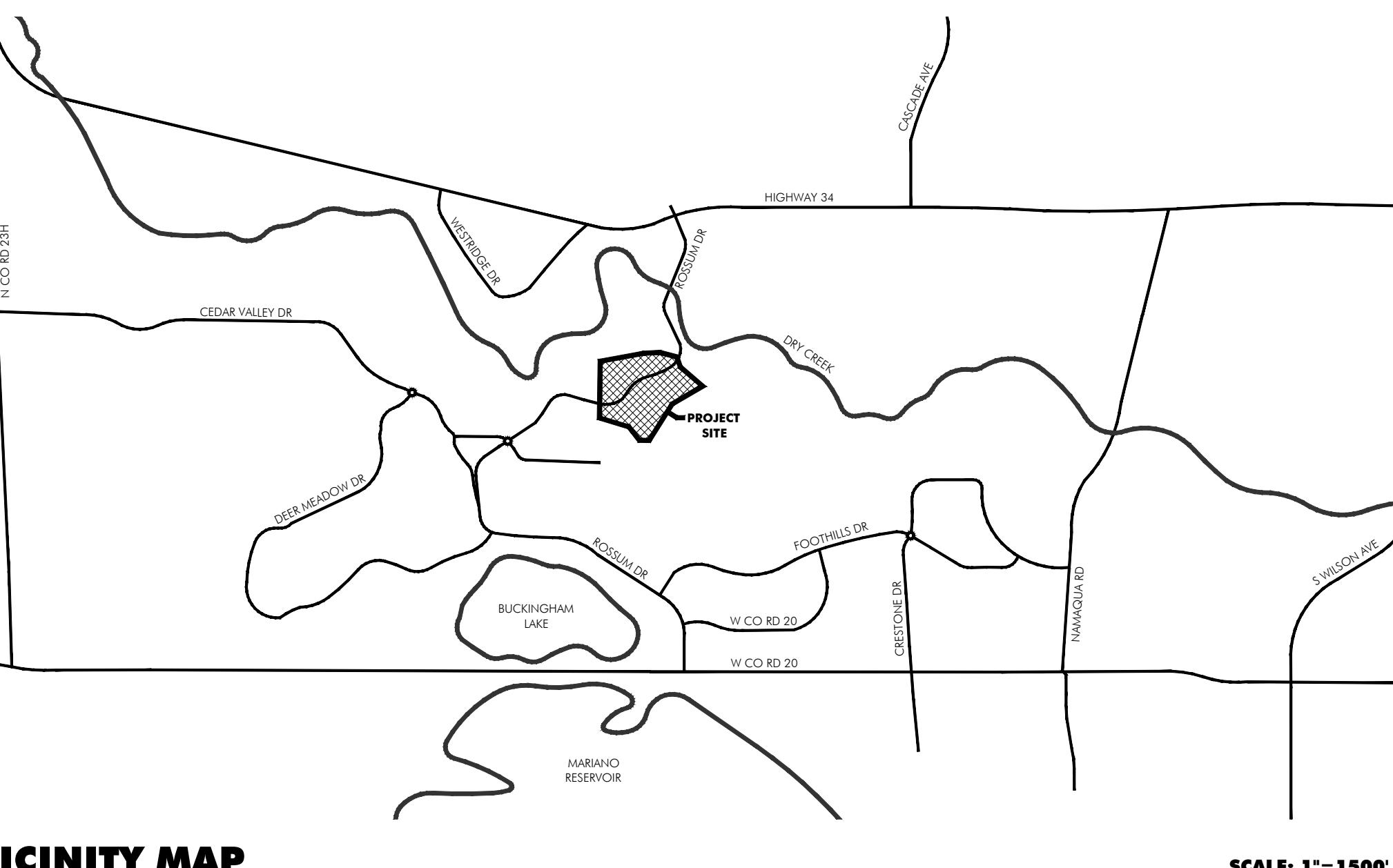
There are corners of the property that will be deeded to the golf course and landscaped according to their requirement. Common open space areas, fences, landscape within the public right-of-way, and entry features shall be planted and irrigated by the developer and maintained by a common Homeowners Association.

Fencing:
Fencing is not allowed in the development with exception of a barrier fence that will be provided by the developer to prevent access to buffer outlots.

IMPLEMENTATION

A declaration of covenant, controls and restrictions shall govern the Single Family Detached portion of the The Ridge at Mariana Butte Subdivision. There also exists a master declaration of covenant, controls and restrictions that shall govern the entire Mariana Butte Subdivision and shall outline the sharing of common open space and recreational amenities.

The project is proposed to be built in four phases and take approximately 2 years for full build out.



VICINITY MAP

SCALE: 1"=1500'

LAND USE TABLE

MARIANA BUTTE GENERAL DEVELOPMENT PLAN	
LAND USE TYPE	MIXED RESIDENTIAL
USES ALLOWED	SINGLE FAMILY HOMES, BLOCKS 1,2,3,4, AND 6 MAXIMUM PATIO HOMES, BLOCK 5
BUILDING HEIGHT	35'
EXISTING ZONING	PUD RESIDENTIAL
PROPOSED ZONING	PUD RESIDENTIAL
GROSS AREA	15.655 AC. (681,963 SF)
RIGHT-OF-WAY	2,337 AC. (101,763 SF)
NET AREA	13.320 AC. (580,200 SF)
NUMBER OF UNITS	49 DU
GROSS DENSITY	3.07 DU/AC
NET DENSITY	3.60 DU/AC
OPEN SPACE	2,337 AC. (78,318 SF)
OPEN SPACE PERCENT	11.5%
MAXIMUM BUILDING HEIGHT (PER GDP)	35'
MINIMUM LOT SIZE	7,988 SF
MAXIMUM LOT SIZE	17,342 SF
AVERAGE LOT SIZE	10,443 SF

SHEET INDEX

SHEET 1	COVER SHEET
SHEET 2-4	SITE/LANDSCAPE PLANS
SHEET 5-7	ARCHITECTURAL ELEVATIONS

CONDITIONS OF APPROVAL

- Multiple rear axle construction traffic for the project shall access the site from Highway 34.
- In the event of a flood that prevents access from Highway 34, multiple rear axle construction traffic shall be suspended for up to 30 days.
- No structures shall be allowed within 25' of Rossum Drive flowline.

TRANSPORTATION CONDITIONS OF APPROVAL

- All public improvements shall comply with the Larimer County Urban Area Street Standards (LCUASS).
- The Developer agrees to acquire and dedicate, at no cost to the City, any rights-of-way necessary for the required street improvements associated with this development.
- Prior to the issuance of any building permits within the Ridge of Mariana Butte Twenty Seventh Subdivision, pursuant to the provisions in Section 16.40.010.B of the Loveland Municipal Code, the Developer shall design and construct all street improvements per phasing diagram as shown in the City approved Public Improvement Construction Plans (including curb, gutter and sidewalks) unless already designed and constructed by others.
- All landscape and irrigation improvements in the roundabout are to be maintained by the HOA in perpetuity.

OWNERS CERTIFICATION

OWNER: Midtown Homes at Mariana Butte, LLC.

By: _____ Date: _____

Title: _____

STATE OF COLORADO) _____

) ss.

COUNTY OF LARIMER)

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____,

by _____

Notary Seal

Signature of Notary: _____

My commission expires: _____

address: _____

city, state, zip: _____

LEIN HOLDER

By: _____ Date: _____

Title: _____

STATE OF COLORADO) _____

) ss.

COUNTY OF LARIMER)

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____,

by _____

Notary Seal

Signature of Notary: _____

My commission expires: _____

address: _____

city, state, zip: _____

SIGNATURES AND APPROVALS

Approved this _____ day of _____, 20 ____ by the Current Planning Manager of the City of Loveland, Colorado.

Current Planning Manager

Approved this _____ day of _____, 20 ____ by the City Parks and Recreation Department of the City of Loveland, Colorado.

Parks and Recreation Department

Approved this _____ day of _____, 20 ____ by the City Engineer of the City of Loveland, Colorado.

City Engineer

Approved this _____ day of _____, 20 ____ by the City Attorney of the City of Loveland, Colorado.

City Attorney

COVER SHEET

PRELIMINARY DEVELOPMENT PLAN

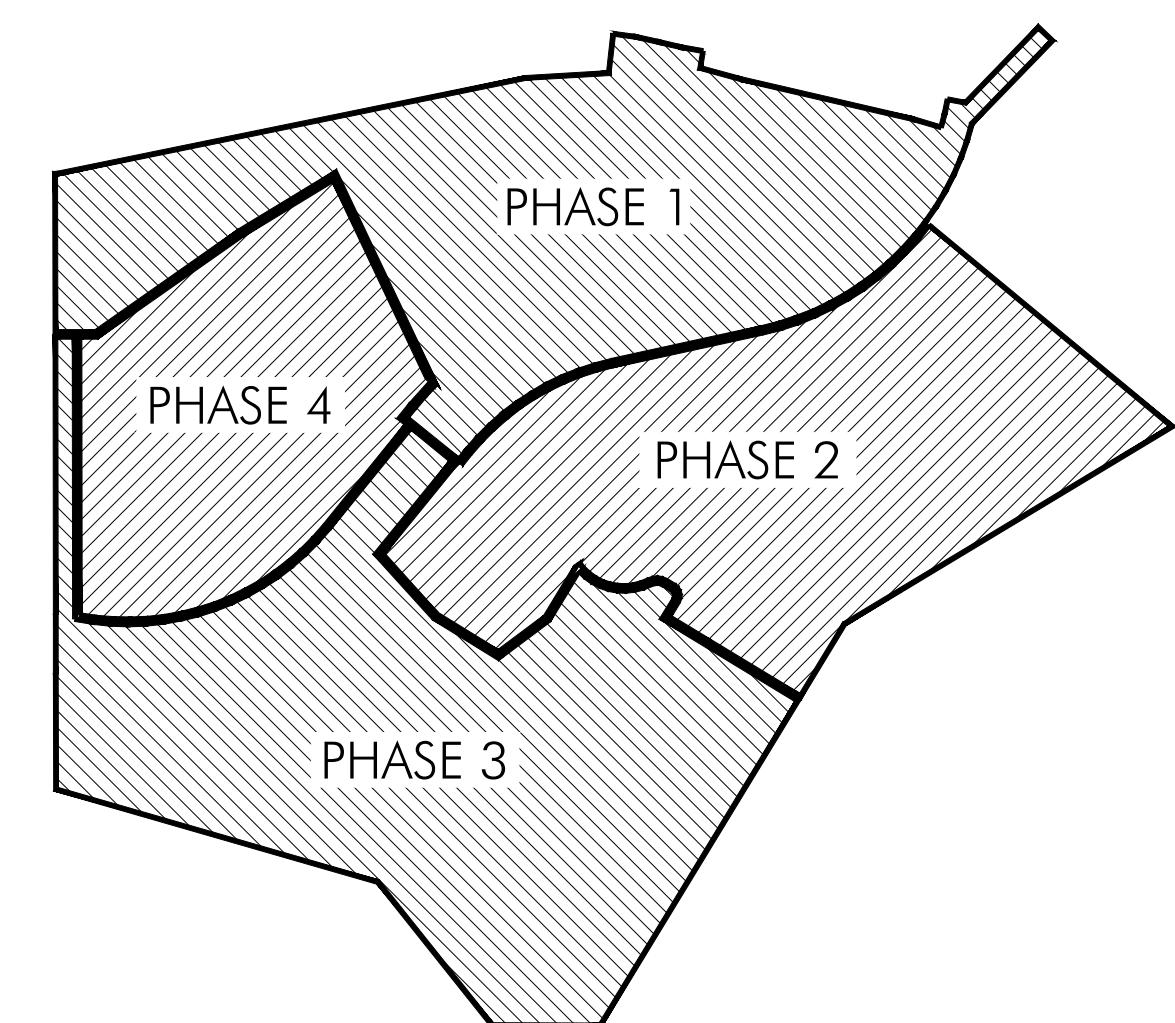
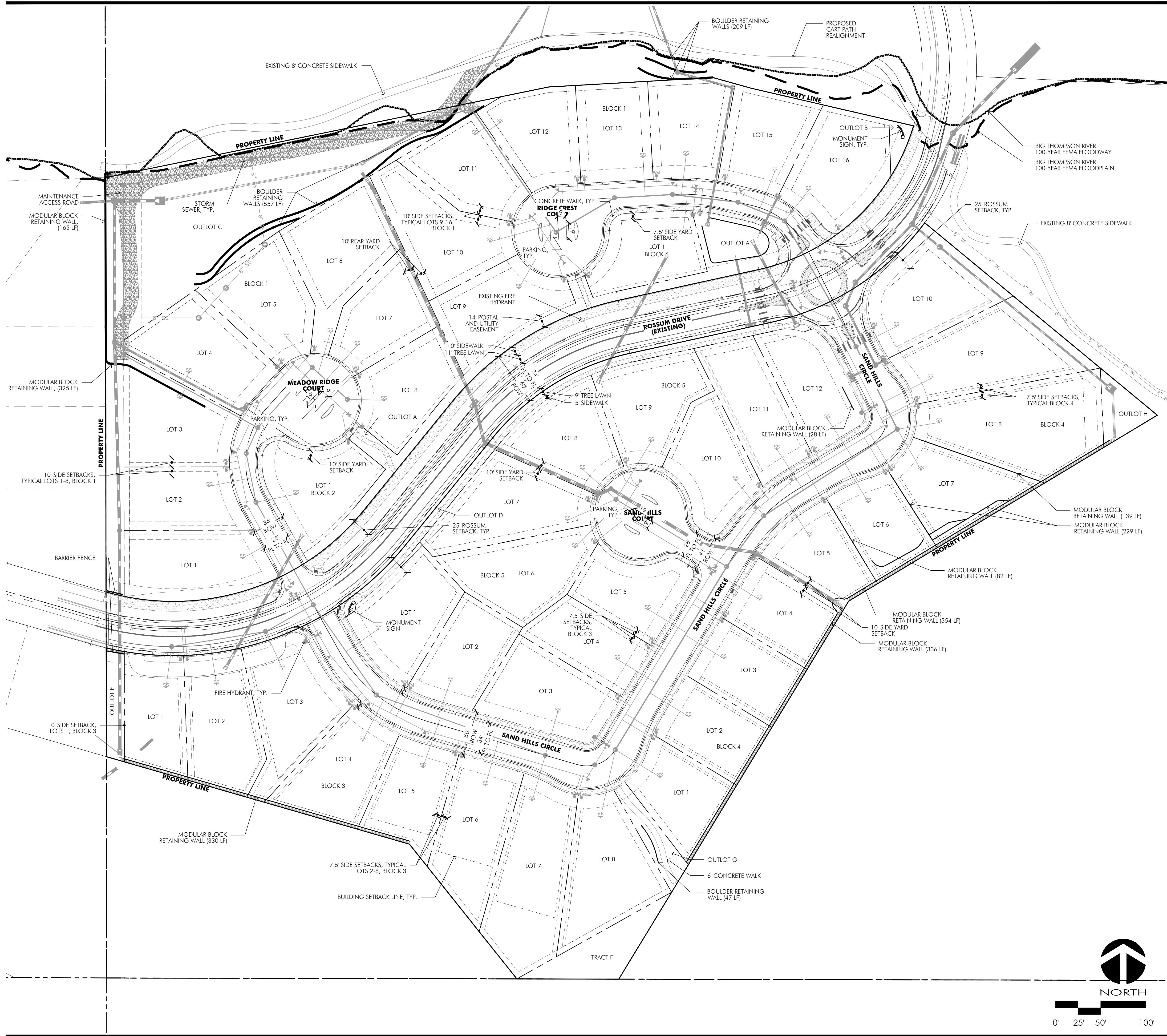
MARIANA BUTTE 27TH SUBDIVISION

THE RIDGE AT MARIANA BUTTE

LOVELAND, COLORADO

bha DESIGN, INC. • 1603 OAKRIDGE DRIVE FT. COLLINS, CO 80525 • TEL: (970) 223-7577

SHEET 1 OF 7
DECEMBER 3, 2015

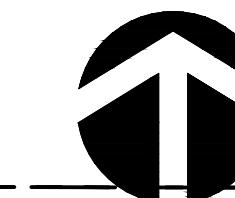


PHASING DIAGRAM

SITE PLAN

PRELIMINARY DEVELOPMENT PLAN

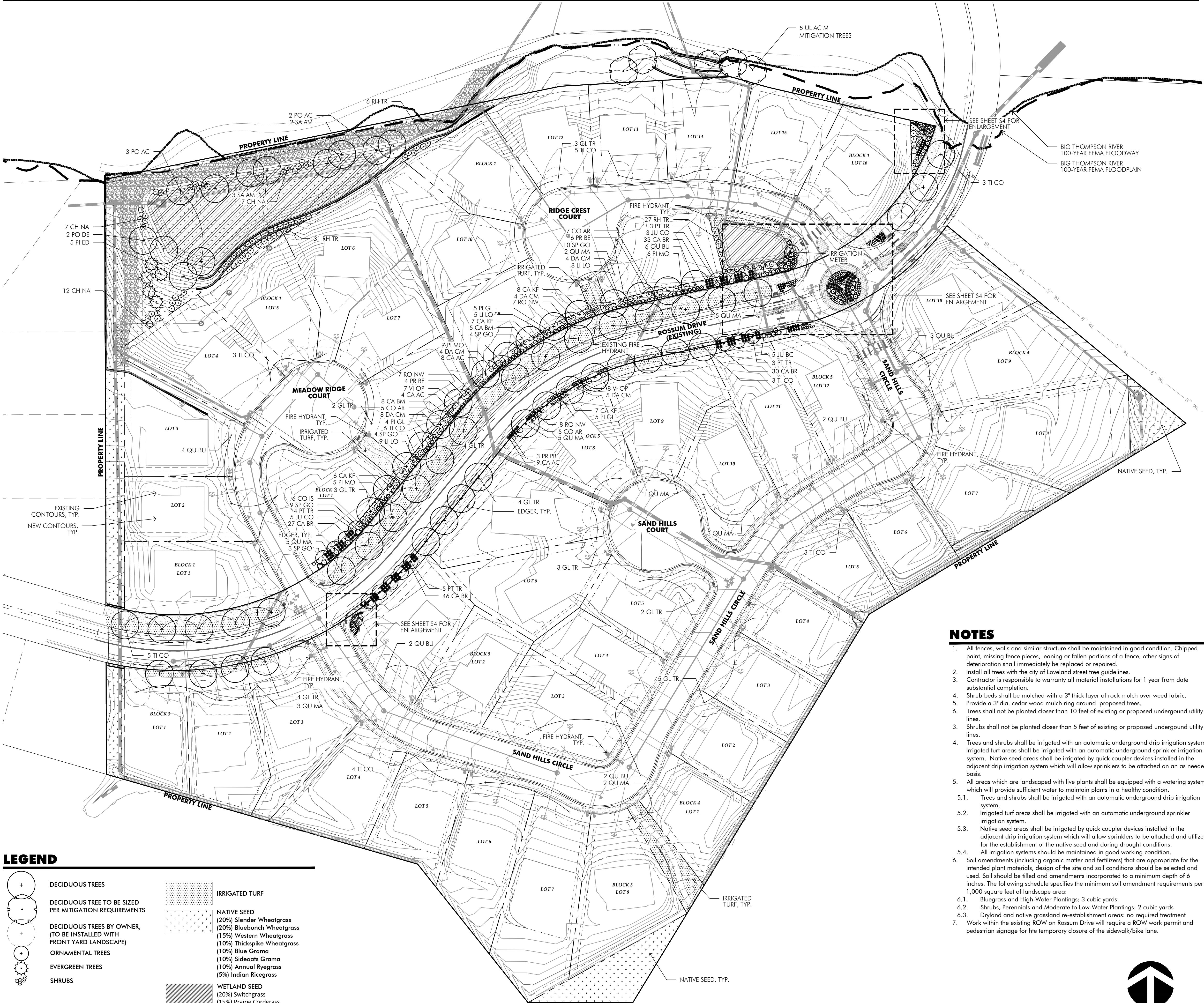
MARIANA BUTTE 27TH SUBDIVISION THE RIDGE AT MARIANA BUTTE LOVELAND, COLORADO



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S H E E T 2 O F 7
DECEMBER 3, 2015



BUFFERYARD CALCULATIONS

Bufferyard Along Rossum Drive Calculations- NORTH SIDE

Rossum Drive, Double Frontage Lots = Type D

Length = 640ft

Plant Type	Plants Required per 100 LF *	Required	Provided
Canopy Trees	5	32	29
Flowering Trees or Large Shrubs	5	32	7 Flowering Trees + 27 Large Shrubs
Shrubs & grasses	43.75	280	234
Evergreens/Conifers or 5x Shrubs	3.75	24 or 120 Shrubs	45 Shrubs

* Plant quantities have been increased by a 1.25 plant multiplier which is based on the planting buffer width of 10'.

Bufferyard Along Rossum Drive Calculations- SOUTH SIDE

Rossum Drive, Double Frontage Lots = Type D

Length = 630ft

Plant Type	Plants Required per 100 LF *	Required	Provided
Canopy Trees	5	31.5	12
Flowering Trees or Large Shrubs	5	31.5	8 Flowering Trees + 3 Large Shrubs
Shrubs & grasses	43.75	276	148
Evergreens/Conifers or 5x Shrubs	3.75	24 or 118 Shrubs	11 Shrubs

* Plant quantities have been increased by a 1.25 plant multiplier which is based on the planting buffer width of 10'.

PLANT LIST

Deciduous Trees

Symbol	Botanical Name	Common Name	Size	Root	Quantity
GL TR	Gleditsia triacanthos inermis	Shademaster Honeylocust	2" Cal.	BB	27
PO AC	Populus tremuloides	Lanceleaf Cottonwood	2" Cal.	BB	5
PO DE	Populus deltoides 'Siuuland'	Siuuland Poplar	2" Cal.	BB	2
QU BU	Quercus buckleyi	Texas Red Oak	2" Cal.	BB	18
QU MA	Quercus macrocarpa	Bur Oak	2" Cal.	BB	25
SA AM	Salix amygdaloides	Peach Leaf Willow	2" Cal.	BB	5
TI CO	Tilia cordata 'Prestige'	Prestige Linden	2" Cal.	BB	31
UL AC M	Ulmus 'Morton' 'accadale'	Accadale Elm	2.5" Cal.	BB	5

Ornamental Trees

PT TR	Ptelea trifolia	Newport Plum	1.5" Cal.	BB	18
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Evergreen Trees

PI ED	Pinus edulis	Pinon Pine	6' Ht.	BB	5
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Deciduous Shrubs

CH NA	Chrysothamnus nauseosus albicalyx	Tall Blue Rabbitbrush	5 Gal.	Cont.	37
PR BE	Prunus besseyi	Western Sand Cherry	5 Gal.	Cont.	10
PR PB	Prunus besseyi 'Pawnee Buttes'	Creeping Western Sand Cherry	5 Gal.	Cont.	3
CA BM	Caryopteris x clandonensis 'Blue Mist'	Blue Mist Spirea	5 Gal.	Cont.	13
CO IS	Cornus sericea 'Isanti'	Isanti Dogwood	5 Gal.	Cont.	11
CO AR	Cornus sericea Arctic Fire	Arctic Fire Dogwood	5 Gal.	Cont.	17
DA CM	Daphne x burkwoodii 'Carol Mackie'	Carol Mackie Daphne	5 Gal.	Cont.	30
LI LO	Ligustrum vulgare 'Lodense'	Lodense Privet	5 Gal.	Cont.	25
RH TR	Rhus trilobata	Three Leaf Sumac	5 Gal.	Cont.	11
RO NW	Rosa x 'Nearly Wild'	Single Pink Shrub Rose	5 Gal.	Cont.	43
SP GO	Spirea japonica 'Goldflame'	Goldflame Spirea	5 Gal.	Cont.	30
VI OP	Viburnum opulus 'Nanum'	Dwarf European Cranberrybush	5 Gal.	Cont.	15

EVERGREEN SHRUBS

JU BC	Juniperus horizontalis 'Blue Chip'	Blue Chip Juniper	5 Gal.	Cont.	28
JU CO	Juniperus communis	Common Juniper	5 Gal.	Cont.	9
PI GL	Picea pungens 'Globe'	Dwarf Globe Green Spruce	5 Gal.	Cont.	14
PI MO	Pinus mugo 'Mops'	Miniature Mugo Pine	5 Gal.	Cont.	18

ORNAMENTAL GRASSES

CA AC	Calamagrostis acutiflora 'Overdam'	Variegated Reed Grass	5 Gal.	Cont.	53
CA BR	Calamagrostis brachytricha	Korean Feather Reed Grass	5 Gal.	Cont.	136
CA KF	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	5 Gal.	Cont.	41
HE SE	Helictotrichon sempervirens	Blue Avena Grass	5 Gal.	Cont.	49
PE	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	5 Gal.	Cont.	57

PERENNIALS AND GROUNDCOVERS

CE RU	Centranthus ruber	Jupiter's beard	5 Gal.	Cont.	59
CTO TO	Ceratostylis tomentosum	Snow-In-Summer	5 Gal.	Cont.	42
CO MO	Coreopsis verticillata 'Moonbeam'	Moonbeam Coreopsis	5 Gal.	Cont.	15
HE FU	Hemerocallis fulva	Orange daylily	5 Gal.	Cont.	57
NE WL	Nepeta x faassenii 'Walkers Low'	Walker's Low Catmint	5 Gal.	Cont.	43

LANDSCAPE PLAN

PRELIMINARY DEVELOPMENT PLAN

MARIANA BUTTE 27TH SUBDIVISION
THE RIDGE AT MARIANA BUTTE
LOVELAND, COLORADO

BHA DESIGN, INC. • 1603 OAKRIDGE DRIVE



FT. COLLINS, CO 80525 • TEL: (970) 223-7577

ARCHITECTURE

1. Overall Concept:
The following design and architectural standards have been prepared to insure that the goals and vision are realized for properties in the planned community known as The Ridge at Mariana Butte. The design and architectural standard are designed to establish and maintain a quality community appearance, assure compatibility, direct character and form, and enhance value.

The architectural character of the homes is intended to reflect regional character with a variety of interesting and compatible relationships of form, texture and style. Additionally, economic factors, environmental concerns and construction practices prevalent in the industry are important influences. The design and architectural standards are intended to promote a high level of design quality and to assure compatibility between residential products within the community. Together, these key components comprise an essential part of the Mariana Butte image.

2. Setbacks:
Typical minimum setbacks:

Front Yard	Side Yard	Corner Side Yard	Rear yard
14'	VARIES SEE PLAN	14'	6'
20' - Garage door			

2.1. Front setbacks shall be measured from the back of walk to face of principal structure, or face of garage, whichever is closer.
2.2. Regardless of minimum setback requirements, clear driveway length for homes with front access garages shall not be less than 20' as measured from the face of the garage to back of walk.
2.3. Minor architectural features which do not exceed 2' in overall projection from the principal structure and 10' overall maximum length (i.e. roof overhangs, fascias, eaves, fireplaces, bay window, cantilevered walls, etc.) are allowed to encroach into an easement regardless of setback requirements.
2.4. Minor architectural features which do not exceed 2' in overall projection from the principal structure and 10' overall maximum length (i.e. roof overhangs, fascias, eaves, fireplaces, bay window, cantilevered walls, counters, etc.) are allowed to encroach into the setbacks and easements. At no time shall the eave to eave distance between structures be less than 6'.

3. Height Limits
Height limits shall be as set forth in the Mariana Butte GDP. The height limit for the Single Family Detached units shall be 35 feet.

Building height shall be calculated as defined by the City of Loveland Municipal Code.

4. Parking
On street parking will be permitted on minor collector and residential local streets and shall be the primary source of guest parking.

5. Garages & Elevations
Garage doors shall be painted the same color as most of the dwelling, not a contrasting color. Garages in this neighborhood shall reflect the architectural character of the housing units. Garage doors visible as part of the front elevations shall not comprise more than fifty percent (50%) of the ground floor street-facing linear Building Frontage. Corner lots are exempt from this condition.

Garage doors that are visible as part of front building elevations may extend forward of either the living portion of the house or the front of a covered porch a maximum of 4' provided the front elevation of the house includes a front porch that is a minimum of 6' wide.

Driveways that taper to narrow at the street curb shall be allowed if the driveway is of sufficient length to allow vehicles to park in the driveway without blocking access to other garage doors.

No two elevations shall be directly next to one another.

6. Materials
Exterior surfaces shall blend and be compatible with the community. Use of brick, wood, stucco and stone is preferred. Exposed concrete blocks, painted concrete, multicolored masonry, mirrored glass, prefabricated metal buildings, simulated brick, unnatural brick tones, and silver finish aluminum doors and windows are not acceptable.

Roofing materials, windows, building materials and finish, will be coordinated to achieve a cohesive and unified appearance.

Rear and side elevations of structures will be detailed to provide visual interest and avoid unattractive views from adjacent streets.

7. Colors
The color of exterior materials will generally be subdued to blend with the colors of the natural landscape or be rich toned to compliment the architecture. Generally, muted or deep color tones are recommended, although occasionally accent colors used judiciously and with restraint may be allowed. Use of highly chromatic or 'bright' colors is to be avoided.

8. Windows
Vinyl windows shall be required. No metal windows shall be permitted.

9. Roof
The roof shall be constructed of asphalt, composition, clay or concrete tile, slate, or other roofing materials permitted by the City of Loveland.

10. Miscellaneous
Eaves and Overhangs: Eaves and overhangs shall be a minimum of 1' and a maximum of 2', to create noticeable shadows and reduce summer sunlight of windows while permitting winter sunlight to pass under.

Vents: Building projections including, but not limited to, chimney flues, vents, gutters, down spouts, porches, railings, and exterior stairways shall match the color of the surface from which they project or shall be of an approved complementary color. Roof-mounted and wall-mounted building vents and ties shall be located, to the maximum extent possible on the non-street side of the residences. Vents are to be painted to blend with the wall roofing from which they entered.

Antennas/Satellite Dishes/Solar Panels: One satellite dish per home is allowed. Large satellite dishes are prohibited in favor of the smaller 18" mini-dish varieties. Solar panels shall be ground mounted or laid flat on the same plane as the roof. Solar panels shall not project above the pitch of the roof. Exterior mounted antennas are prohibited.

ARCHITECTURAL ELEVATIONS PRELIMINARY DEVELOPMENT PLAN

MARIANA BUTTE 27TH SUBDIVISION THE RIDGE AT MARIANA BUTTE LOVELAND, COLORADO

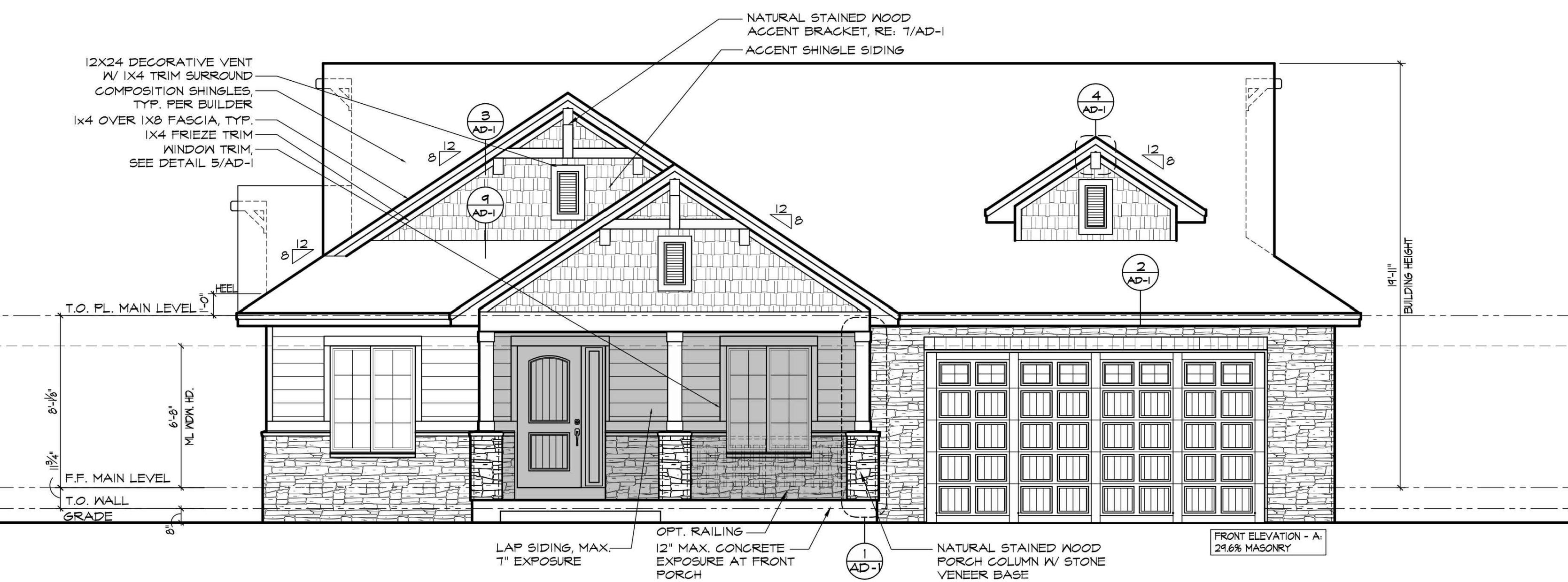
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Architectural elevations shown hereon are for illustrative purposes only and are not meant to represent every available option.

SHEET 5 OF 7
DECEMBER 3, 2015

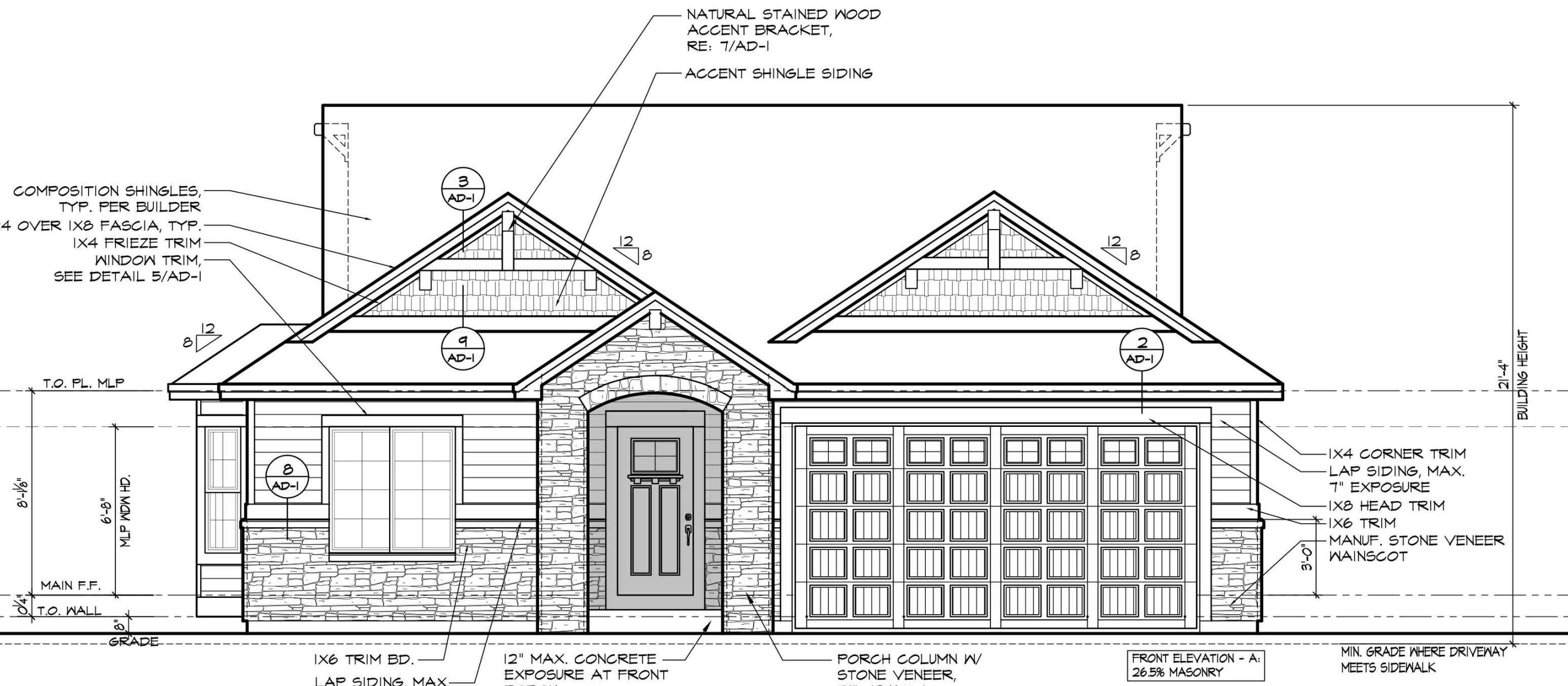
PC ATTACHMENT 5

ELEVATION NOTES:	
1. TYPICAL ROOF - COMPOSITION SHINGLE ROOFING MATERIAL ON ROOF SHEATHING (PER STRUCT.) ON PRE-FAB. ROOF TRUSSES	
2. TYPICAL SIDING - LAP SIDING PER ELEVATIONS OVER WEATHER BARRIER OVER EXTERIOR SHEATHING (PER STRUCT.)	
3. TYPICAL ACCENT SIDING - "SHAKE" STYLE SHINGLE SIDING PER ELEVATION OVER WEATHER BARRIER OVER EXTERIOR SHEATHING (PER STRUCT.)	
4. BOARD & BATTEN SIDING (1X2 BOARDS @12" O.C.) OVER HARDEBOARD SHEATH SIDING OVER WEATHER BARRIER OVER EXTERIOR SHEATHING (PER STRUCT.)	
5. TYPICAL STONE VENEER - SYNTHETIC STONE VENEER PER ELEVATIONS. INSTALL PER MANUF. SPECS. OVER MORTAR SETTING BED, OVER WEATHER BARRIER PER CODE, OVER EXTERIOR SHEATHING (PER STRUCT.)	
6. G.I. FLASHING AT ALL ROOF TO WALL LOCATIONS, SADDLE AND CRICKET LOCATIONS, AND WINDOW AND DOOR HEAD OPENINGS - TYP.	



ASPEN

ELEVATION NOTES:	
1. TYPICAL ROOF - COMPOSITION SHINGLE ROOFING MATERIAL ON ROOF SHEATHING (PER STRUCT.) ON PRE-FAB. ROOF TRUSSES	
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6. G.I. FLASHING AT ALL ROOF TO WALL LOCATIONS, SADDLE AND CRICKET LOCATIONS, AND WINDOW AND DOOR HEAD OPENINGS - TYP.	



CRESTED BUTTE

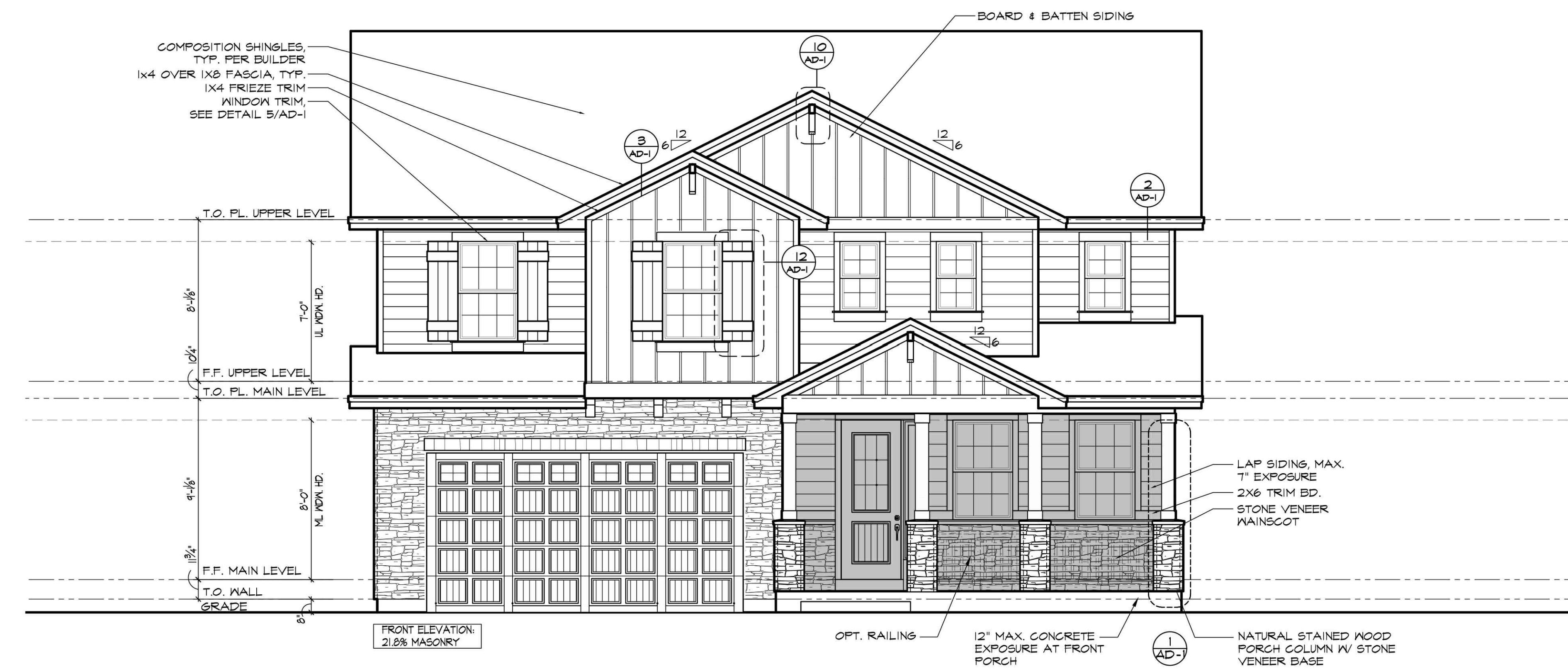
Architectural elevations shown hereon are for illustrative purposes only and are not meant to represent every available option.

ELEVATION NOTES:	
1.	TYPICAL ROOF - COMPOSITION SHINGLE ROOFING MATERIAL ON ROOF SHEATHING (PER STRUCT.) ON PRE-FAB. ROOF TRUSSES
2.	TYPICAL SIDING - LAP SIDING PER ELEVATIONS OVER WEATHER BARRIER OVER EXTERIOR SHEATHING (PER STRUCT.)
3.	TYPICAL ACCENT SIDING - "SHAKE" STYLE SHINGLE SIDING PER ELEVATION OVER WEATHER BARRIER OVER EXTERIOR SHEATHING (PER STRUCT.)
4.	BOARD & BATTEN SIDING (1X2 BOARDS @12" O.C.) OVER HARDBOARD SHEET SIDING OVER WEATHER BARRIER OVER EXTERIOR SHEATHING (PER STRUCT.)
5.	TYPICAL STONE VENEER - SYNTHETIC STONE VENEER PER ELEVATIONS. INSTALL PER MANUF. SPEC'S. OVER MORTAR SETTING BED, OVER WEATHER BARRIER PER CODE, OVER EXTERIOR SHEATHING (PER STRUCT.)
5.	G.I. FLASHING, AT ALL ROOF TO WALL LOCATIONS, SADDLE AND CRICKET LOCATIONS, AND WINDOW AND DOOR HEAD OPENINGS - TYP.



GLENWOOD

ELEVATION NOTES:	
1.	TYPICAL ROOF - COMPOSITION SHINGLE ROOFING MATERIAL ON ROOF SHEATHING (PER STRUCT.) ON PRE-FAB. ROOF TRUSSES
2.	TYPICAL SIDING - LAP SIDING PER ELEVATIONS OVER WEATHER BARRIER OVER EXTERIOR SHEATHING (PER STRUCT.)
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5.	G.I. FLASHING, AT ALL ROOF TO WALL LOCATIONS, SADDLE AND CRICKET LOCATIONS, AND WINDOW AND DOOR HEAD OPENINGS - TYP.



MONTROSE

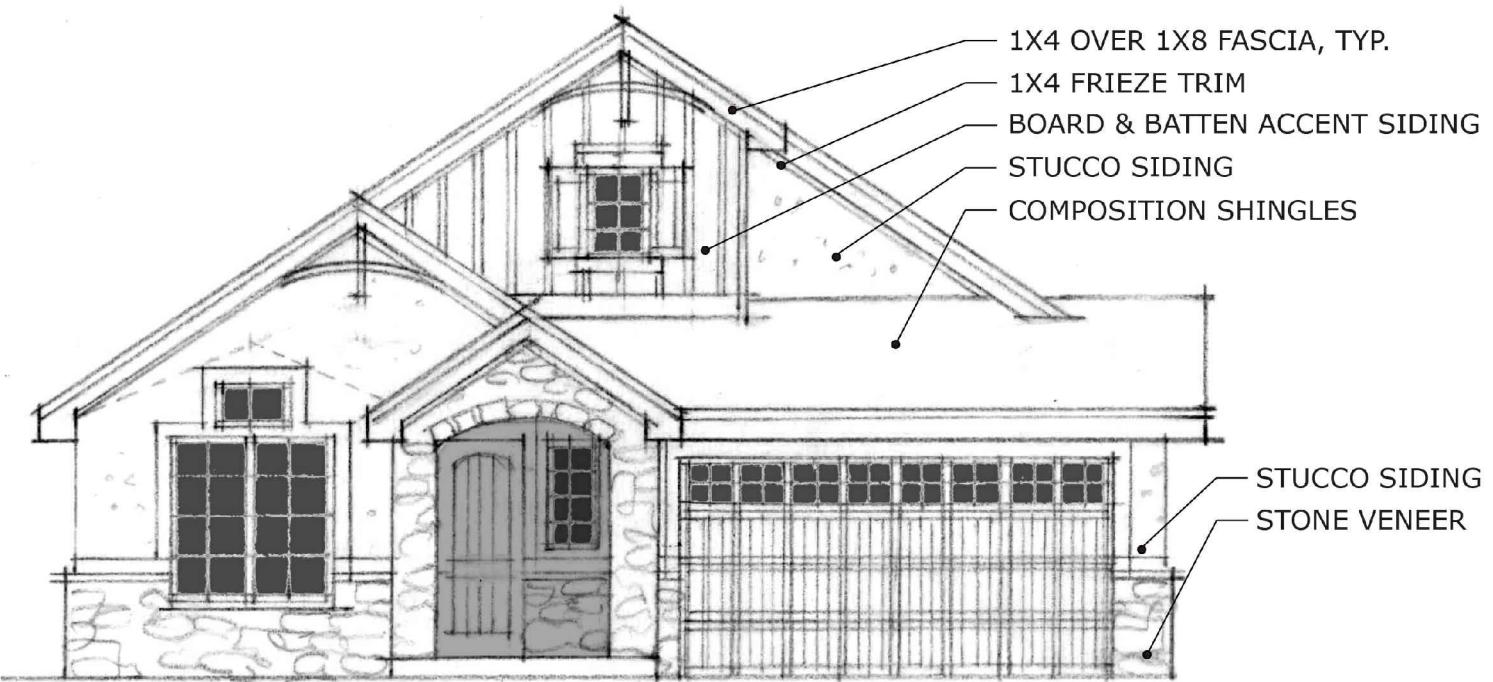
ARCHITECTURAL ELEVATIONS PRELIMINARY DEVELOPMENT PLAN

MARIANA BUTTE 27TH SUBDIVISION THE RIDGE AT MARIANA BUTTE LOVELAND, COLORADO

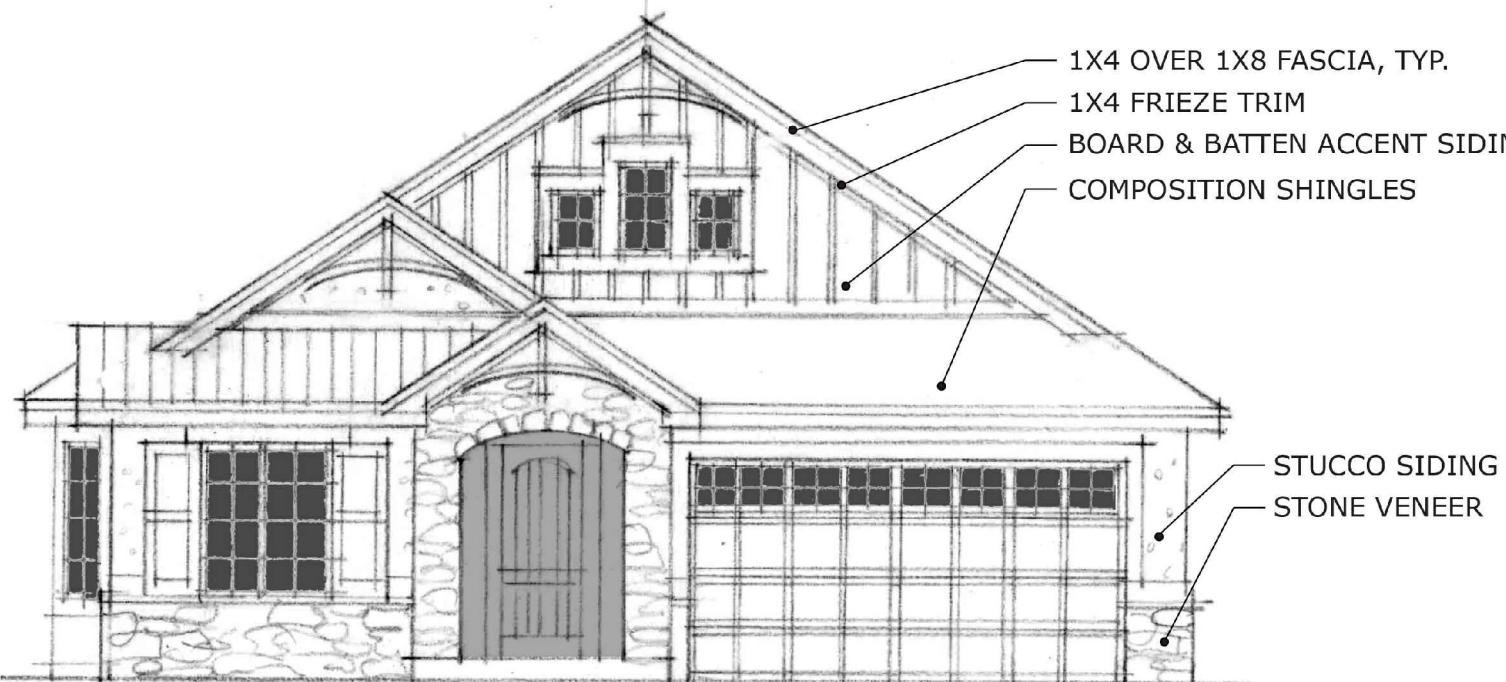
Architectural elevations shown hereon are for illustrative purposes only and are not meant to represent every available option.

BHA DESIGN, INC. • 1603 OAKRIDGE DRIVE
FORT COLLINS, CO 80525 • TEL: (970) 223-7577

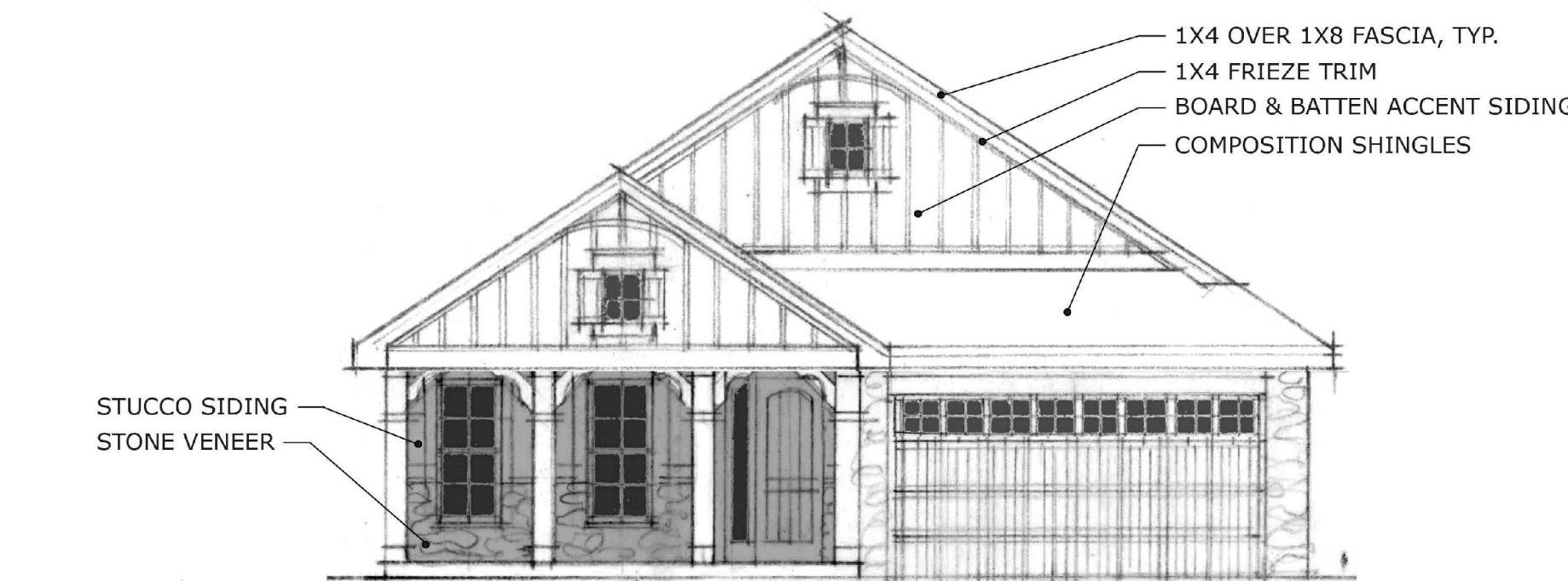
SHEET 6 OF 7
DECEMBER 3, 2015



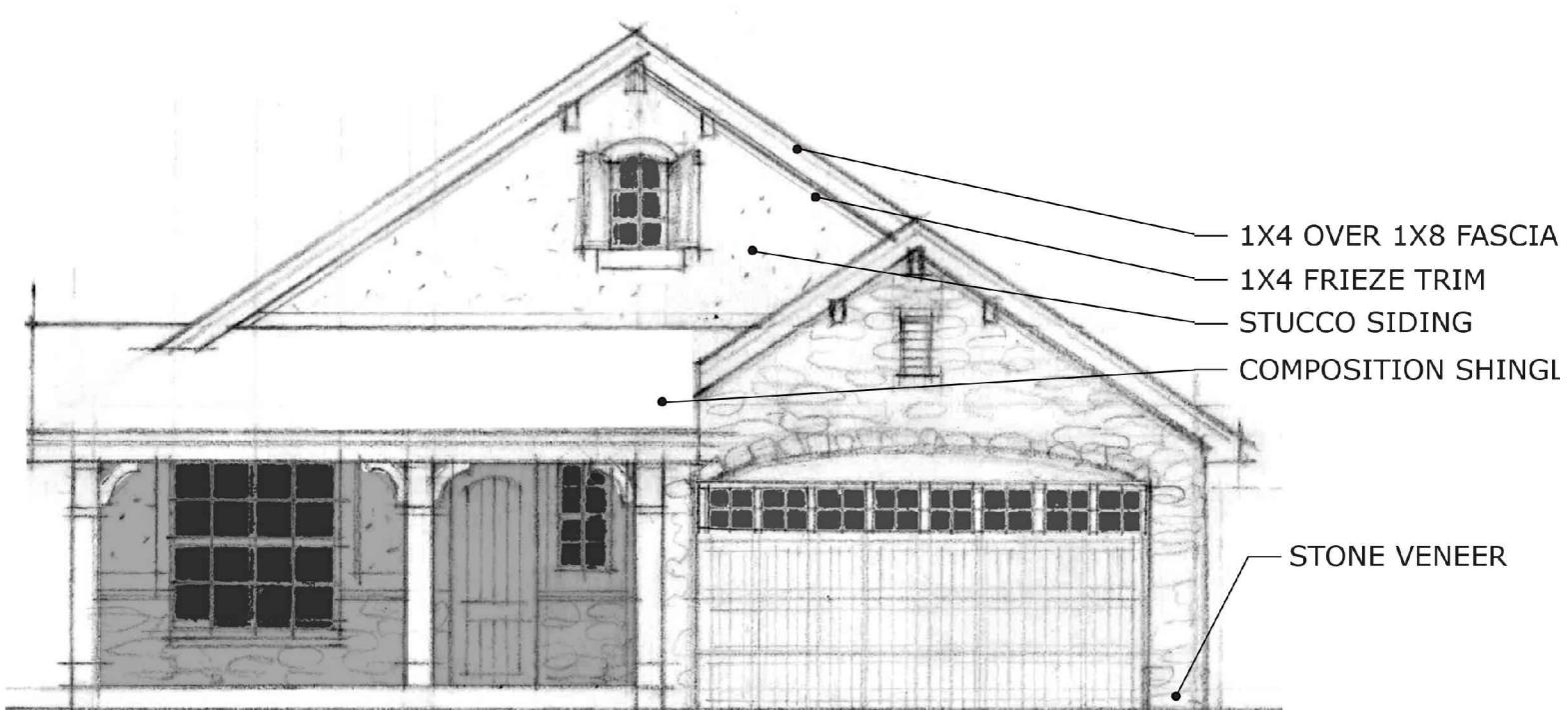
FARMHOUSE - PLAN A



FARMHOUSE - PLAN B



FARMHOUSE - PLAN C



COTTAGE - PLAN A



COTTAGE - PLAN C

**ARCHITECTURAL ELEVATIONS
PRELIMINARY DEVELOPMENT PLAN
MARIANA BUTTE 27TH SUBDIVISION
THE RIDGE AT MARIANA BUTTE
LOVELAND, COLORADO**

Architectural elevations shown hereon are for illustrative purposes only and are not meant to represent every available option.

BHA DESIGN, INC. • 1603 OAKRIDGE DRIVE
FT. COLLINS, CO 80525 • TEL: (970) 223-7577

SHEET 7 OF 7
DECEMBER 3, 2015

DATE: 12/10/2014
FILE NAME: 2014669SUB
SCALE: 1" = 30'
DRAWN BY: CSK
CHECKED BY: SAL

MARIANA BUTTE TWENTY-SEVENTH SUBDIVISION

Being a Replat of Tracts R and S of Mariana Butte PUD First Subdivision,
Situate in the Northeast Quarter of Section 17, Township 5 North, Range 69 West of the 6th P.M.,
City of Loveland, County of Larimer, State of Colorado

STATEMENT OF OWNERSHIP, SUBDIVISION AND DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS that the undersigned, Loveland Midtown Development Inc., being the record holders of the following described property, except any existing public streets, roads or highways, which property is located in the Northeast Quarter of Section Seventeen (17), Township Five North (T.5N.), Range Sixty-nine West (R.69W.) of the 6th P.M., being more particularly described as follows:

Tracts R and S of Mariana Butte PUD First Subdivision recorded September 23, 1994 as Reception No. 94-78821 of the Records of Larimer County, City of Loveland, County of Larimer, State of Colorado.

Containing (15.655 acres) (681,963 square feet) more or less (±), and is subject to all easements and right-of-ways on record or existing, do hereby subdivide the same into lots, blocks, tracts, outlots, right-of-ways, and easements, as shown on this plat; and do hereby designate and dedicate: (i) all such rights-of-way and easements, other than utility easements and private easements, to and for public use, except where indicated otherwise on this plat; and (ii) all such utility easements to and for public use for the installation and maintenance of utility, irrigation and drainage facilities; and do hereby designate the same as MARIANA BUTTE TWENTY-SEVENTH SUBDIVISION to the City of Loveland, Colorado.

All expenses involving necessary improvements for water system, sanitary sewer system, storm sewer system, curb and gutters, sidewalks, street improvements, street signs, traffic control signs, alley grading and surfacing, gas service, electric system, grading and landscaping shall be paid by

OWNER(S):

Midtown Homes at Mariana Butte, LLC
1043 Eagle Drive
Loveland, CO 80537

By: Blaine Rappe, Manager

NOTARIAL CERTIFICATE

STATE OF _____ ss
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____.

by _____ as _____

Witness my hand and official seal.

My commission expires _____

(SEAL)

LIENHOLDER(S)

Warren Federal Credit Union
c/o Centennial Lending, LLC
4112 Kodak Court, Unit D
Longmont, CO 80504
Phone 720-494-2740

By: _____ As: _____

NOTARIAL CERTIFICATE

STATE OF _____ ss
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____.

by _____ as _____

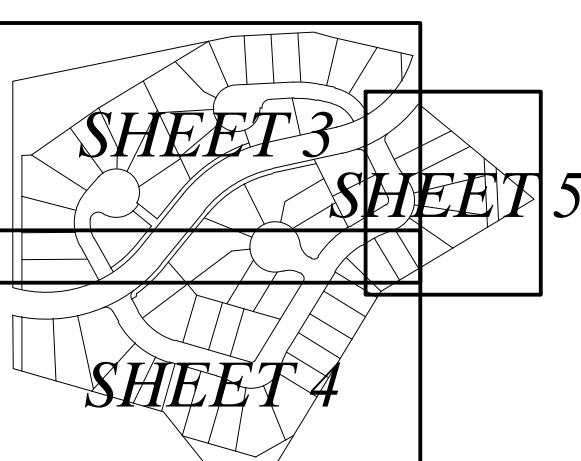
Witness my hand and official seal.

(SEAL)

My commission expires _____

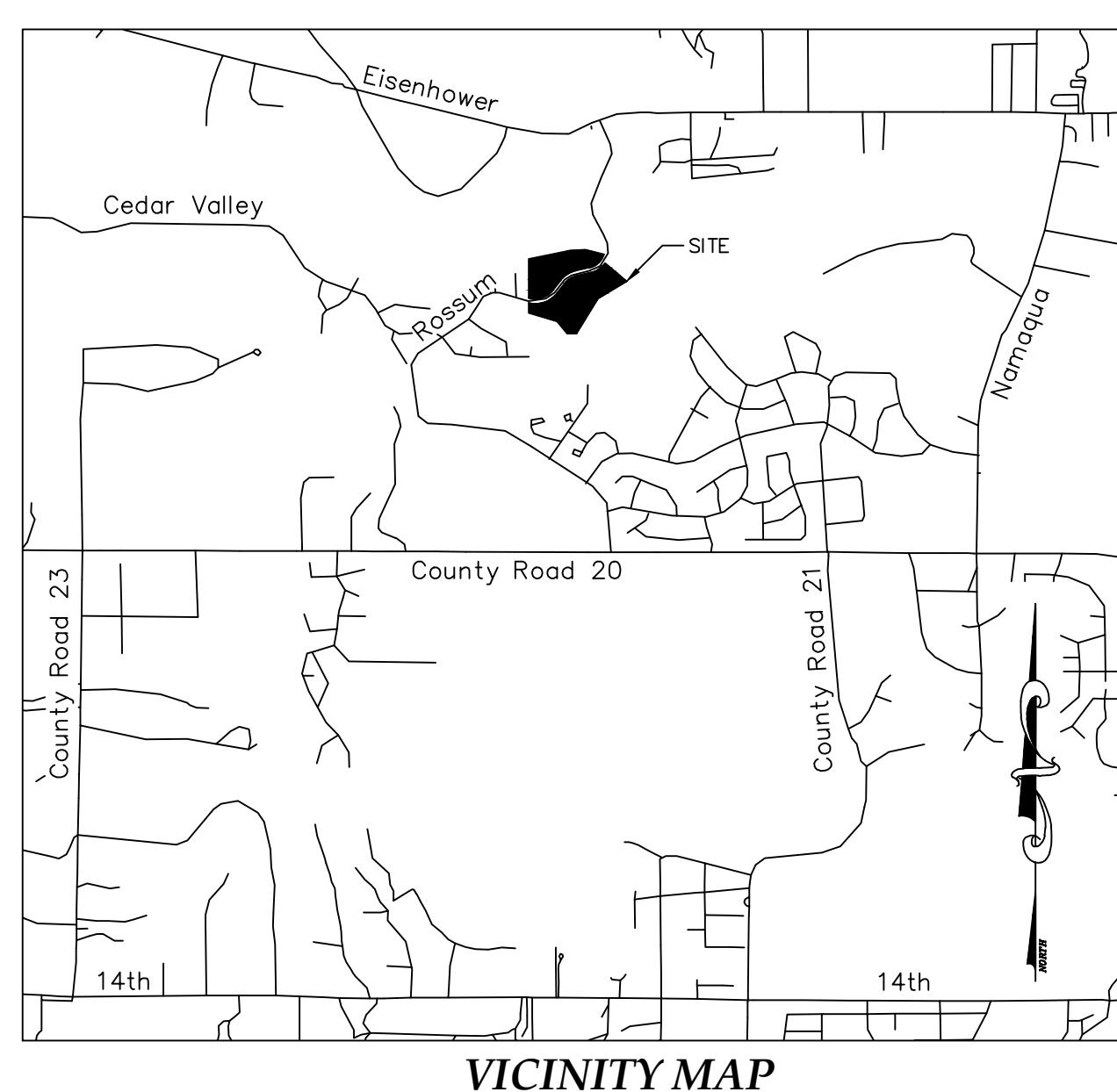
Notary Public

SHEET INDEX



PRELIMINARY

Steven A. Lund - On Behalf Of King Surveyors
Colorado Registered Professional
Land Surveyor #34993



DIRECTOR OF DEVELOPMENT SERVICES

This plat is approved by the Director of Development Services of the City of Loveland, Larimer County, Colorado, this _____ day of _____, 20____, for filing with the Clerk and Recorder of Larimer County and for conveyance to the City of the public dedications shown herein, which are accepted; subject to the provisions that approval in no way obligates the City of Loveland, for the financing or constructing of improvements on land, streets or easements dedicated to the public except as specifically agreed to by the Director of Development Services.

Director of Development Services

Witness my hand and seal of the City of Loveland

ATTEST:

City Clerk

ATTORNEY'S CERTIFICATE

I, _____, an attorney licensed to practice law in the State of Colorado, certify that I have examined title to the above described land dedicated to the City of Loveland, Colorado, and that the parties executing the dedication are the owners thereof in fee simple, and the dedicated land is free and clear of all liens and encumbrances, except as set forth herein.

So sworn this _____ day of _____, 20____.

Attorney at Law

SURVEYOR'S STATEMENT

I Steven A. Lund, being a registered Professional Land Surveyor in the State of Colorado, do hereby certify that the survey of MARIANA BUTTE TWENTY-SEVENTH SUBDIVISION was made by me or under my supervision and that the survey is accurately represented on this plat and that the statements contained herein were read by me and are true to the best of my knowledge.

Dated this _____ day of _____, 20____.

BASIS OF BEARINGS AND LINEAL UNIT DEFINITION

Assuming the West line of the Northeast Quarter of Section 17, T.5N., R.69W., as bearing North 00°05'33" West being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2007, a distance of 2648.51 feet with all other bearings contained herein relative thereto.

The lineal dimensions as contained herein are based upon the "U.S. Survey Foot."

NOTICE

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown herein. (13-80-105 C.R.S. 2012)

FLOOD PLAIN NOTE

The subject property is in flood zone 'X', "areas determined to be outside the 0.2% annual chance of floodplain" and flood zone "A", "areas of 1% chance flood (100-year flood), base flood elevations determined. The floodway in the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood height."

The floodplain information was provide to King Surveyors by The City of Loveland. For more information please contact Kevin Gingery, City of Loveland, Stormwater Engineering Manager at (970) 962-2771.

TITLE COMMITMENT NOTE

This survey does not constitute a title search by King Surveyors to determine ownership or easements of record. For all information regarding easements, rights-of-way and title of records, King Surveyors relied upon Owner's Title Insurance Policy Number 0X25121843.558775, dated October 6, 2014 as prepared by Land Title Guarantee Company to delineate the aforesaid information.

EASEMENT NOTE

Total area in square feet of easements dedicated to the public or the city by this plat. Total area in square feet 202,023. (Excluding easements dedicated exclusively to outside entities or agencies.)

Total area in square feet of easements dedicated to the public or the city that is being vacated by this plat. Total area in square feet 6,130.

OUTLOT OWNERSHIP, MAINTENANCE AND EASEMENTS

1. Ownership of Outlots A, B, C, D, E and F shall be deeded to the Homeowner's Association i) concurrently with the recordation of this plat or ii) at the time of establishment of the homeowner's association, whichever event occurs later in time.

2. Ownership of Tract A and Outlot G shall be dedicated to the City of Loveland.

OUTLOT & TRACT DESCRIPTION NOTE

Outlot A - Utility, Drainage, Private Open Space, Private Access, and Signage Easement
Outlot B - Utility, Drainage, and Signage Easement
Outlot C - Utility, Drainage, and Private Open Space Easement
Outlot D - Utility, Drainage, Private Open Space, Access, Signage and Pedestrian Easement
Outlot E - Utility, Drainage, and Private Open Space Easement
Outlot F - Utility, Drainage, Private Open Space, and Private Access Easement
Outlot G - Utility and Drainage Easement - Dedicated to the City of Loveland

Tract A - Dedicated to the City of Loveland

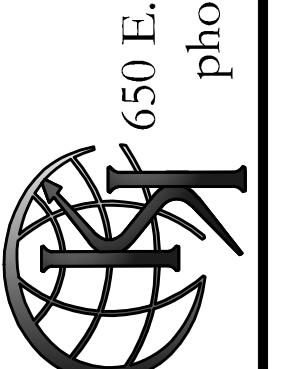
VACATION STATEMENT

Know all men by these presents: that we, the City of Loveland, being sole owners of the multiple Utility Easements being described and directed in the document recorded on March 19, 2002 in Rec. No. 2002000900 in the Records of Larimer County, Record being in the record book across portion of Tracts R and S of Mariana Butte PUD First Subdivision, located in the Northeast Quarter of Section 17, Township 5 North, Range 69 West of the 6th P.M., City of Loveland, County of Larimer, State of Colorado, do hereby vacate the easements labeled "VACATED BY THIS PLAT".

LAND USE TABLE

LOT'S (48)	501,882 SQ.FT.	11.520 ACRES	73.6%
OUTLOTS (7)	72,894 SQ.FT.	1.673 ACRES	10.7%
TRACT (1)	5,424 SQ.FT.	0.125 ACRES	0.8%
RIGHT OF WAY	101,763 SQ.FT.	2.337 ACRES	14.9%
	681,963 SQ.FT.	15.655 ACRES	100.0%

KING SURVEYORS



650 E. Garden Drive | Windsor, Colorado 80551
phone: (970) 686-5011 | fax: (970) 686-5821

MARIANA BUTTE 27TH SUBDIVISION
FOR
MIDTOWN HOMES AT MARIANA BUTTE, LLC
1043 EAGLE DRIVE
LOVELAND, CO 80537

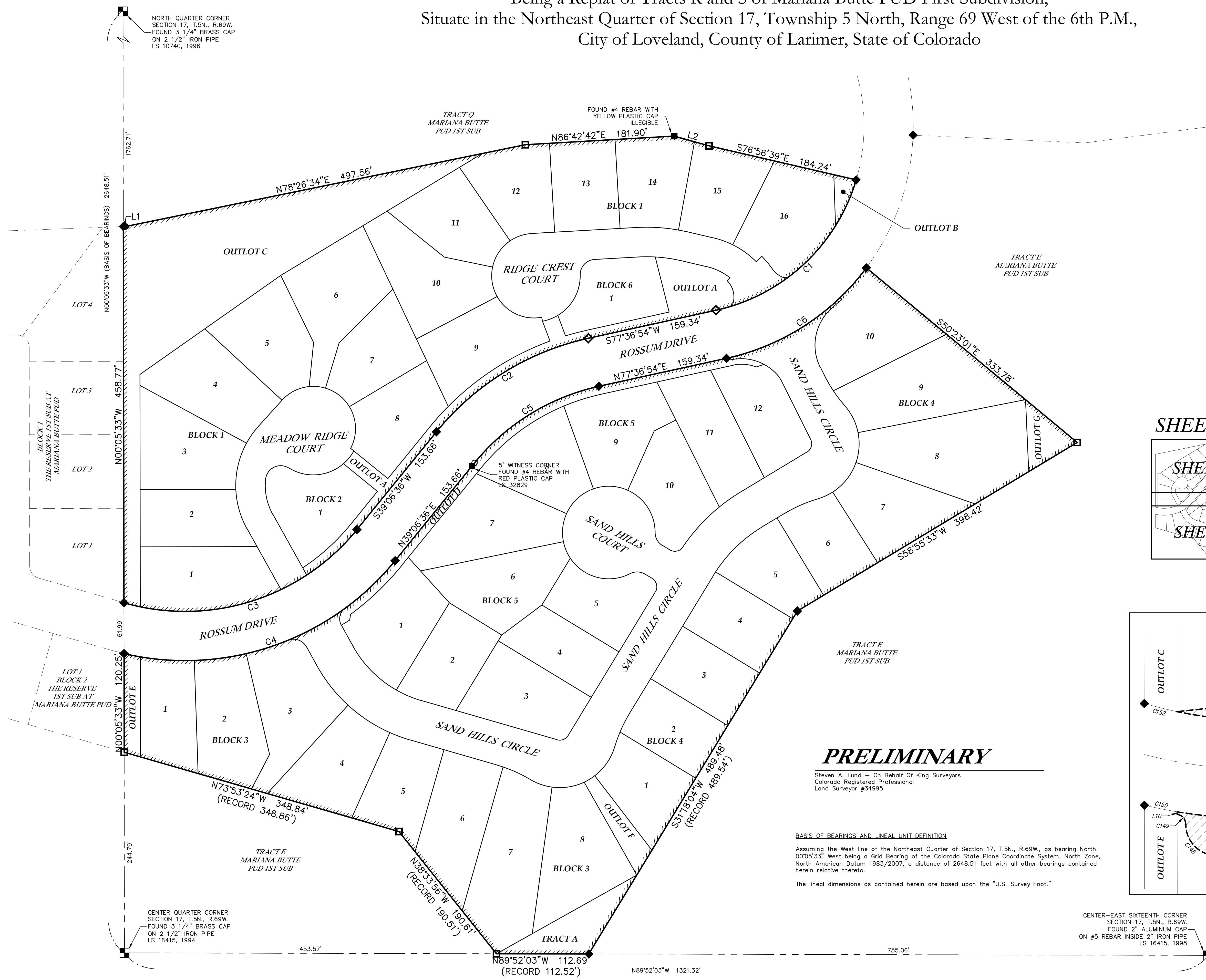
PROJECT #: 2014669

1
SHT 1 OF 5

DATE: 12/10/2014
FILE NAME: 2014669SUB
SCALE: 1" = 60'
DRAWN BY: CSK
CHECKED BY: SAL

MARIANA BUTTE TWENTY-SEVENTH SUBDIVISION

Being a Replat of Tracts R and S of Mariana Butte PUD First Subdivision,
Situete in the Northeast Quarter of Section 17, Township 5 North, Range 69 West of the 6th P.M.,
City of Loveland, County of Larimer, State of Colorado



MARIANA BUTTE TWENTY-SEVENTH SUBDIVISION

PRELIMINARY

Steven A. Lund - On Behalf Of King Surveyors
Colorado Registered Professional
Land Surveyor #34995

MARIANA BUTTE TWENTY-SEVENTH SUBDIVISION

DATE: 12/10/2014

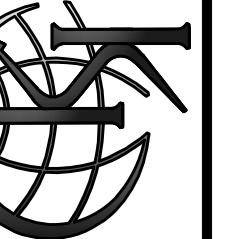
FILE NAME: 2014669SUB

SCALE: 1" = 30'

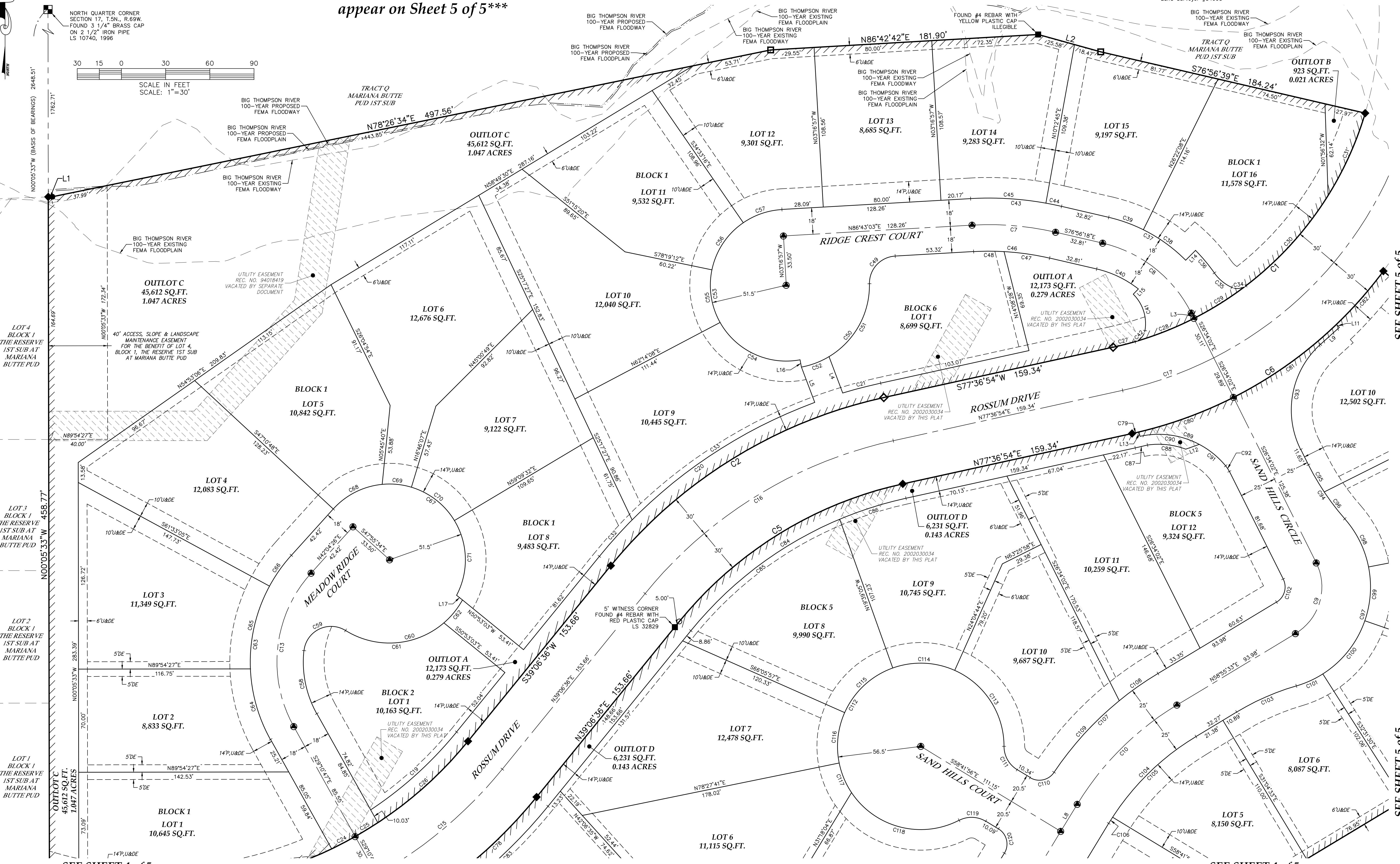
DRAWN BY: CSK

CHECKED BY: SAL

KING SURVEYORS
650 E. Garden Drive | Windsor, Colorado 80550
phone: (970) 686-5011 | fax: (970) 686-5821



SEE SHEET 5 of 5



MARIANA BUTTE TWENTY-SEVENTH SUBDIVISION

ARIANA BUTTE TWENTY-SEVENTH SUBDIVISION

DATE:
12/10/2014

FILE NAME:
2014669SUB

SCALE:
1" = 30'

DRAWN BY:
CSK

CHECKED BY:
SAL

KING SURVEYORS
100 E. Garden Drive | Windsor, Colorado 80550
phone: (970) 686-5011 | fax: (970) 686-5821

MARIANA BUTTE 27TH SUBDIVISION
FOR
MIDTOWN HOMES AT MARIANA BUTTE, LLC
1043 EAGLE DRIVE
LOVELAND, CO 80537

PRELIMINARY

Steven A. Lund - On Behalf Of King Surveyors
Colorado Registered Professional
Land Surveyor #34995

ENTER-EAST SIXTEENTH CORNER
SECTION 17, T.5N., R.6W.
FOUND 2" ALUMINUM CAP
#5 REBAR INSIDE 2" IRON PIPE
LS 16415, 1998

A

ENTY-SEVENTH SUBDIVISION

PC ATTACHMENT 6

PC ATTACHMENT 6

ATE:
12/10/2014
LE NAME:
2014669SUB
CALE:
1" = 30'
DRAWN BY:
CSK
CHECKED BY:
SAL

MARIANA BUTTE TWENTY-SEVENTH SUBDIVISION

MARIANA B

SEE SHEETS 3 & 4 of 5

OUTLOT B
923 SQ.FT.
0.021 ACRES

BLOCK 1
LOT 16
11,578 SQ.FT.

LOT 10
12,502 SQ.FT.

TRACTE MARIANA BUTTE PUD 1ST SUB

OUTLOT G
2,658 SQ.FT.
0.061 ACRES

SEE SHEETS 3 & 4 of 5

TRACTE MARIANA BUTTE PUD 1ST SUB

OUTLOT B
923 SQ.FT.
0.021 ACRES

BIG THOMPSON RIVER
100-YEAR EXISTING
FEMA FLOODWAY

BIG THOMPSON RIVER
100-YEAR EXISTING
FEMA FLOODPLAIN

BIG THOMPSON RIVER
100-YEAR EXISTING
FEMA FLOODWAY

BIG THOMPSON RIVER
100-YEAR EXISTING
FEMA FLOODPLAIN

SCALE IN FEET
SCALE: 1"=30'

SHEET INDEX

SHEET 3 **SHEET 5**
SHEET 4

LEGEND

- EASEMENT LINE
- SECTION LINE
- ADJACENT PROPERTY LINE
- BOUNDARY LINE
- FOUND ALIQUOT CORNER AS DESCRIBED
- FOUND MONUMENT AS DESCRIBED
- FOUND #4 REBAR WITH YELLOW PLASTIC CAP LS 16415
- FOUND #4 REBAR WITH YELLOW PLASTIC CAP LS 32829
- FOUND MAG NAIL WITH BRASS TAG, LS 32829
- SET 24" OF #4 REBAR WITH A GREEN PLASTIC CAP STAMPED KSI, LS 34995
- CALCULATED POSITION
- CENTERLINE MONUMENTS (SEE NOTE 4 ON SHEET 1)
- DE DRAINAGE EASEMENT
- PEDE PEDESTRIAN EASEMENT
- U&DE UTILITY AND DRAINAGE EASEMENT

PRELIMINARY

Steven A. Lund - On Behalf Of King Sur
Colorado Registered Professional
Land Surveyor #34995

— — — — — EASEMENT LINE

— — — — — SECTION LINE

— — — — — ADJACENT PROPERTY LINE

— — — — — BOUNDARY LINE

◻ FOUND ALIQUOT CORNER AS DESCRIBED

■ FOUND MONUMENT AS DESCRIBED

□ FOUND #4 REBAR WITH YELLOW PLASTIC CAP LS 16415

◆ FOUND #4 REBAR WITH YELLOW PLASTIC CAP LS 32829

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○ CALCULATED POSITION

○ CENTERLINE MONUMENTS (SEE NOTE 4 ON SHEET 1)

DE DRAINAGE EASEMENT

PEDE PEDESTRIAN EASEMENT

U&DE UTILITY AND DRAINAGE EASEMENT

P,U&DE POSTAL, UTILITY AND DRAINAGE EASEMENT

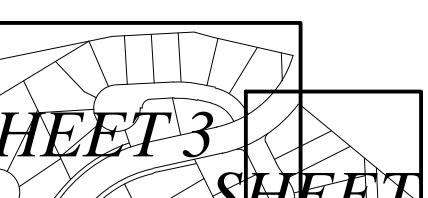
P,U,D&PAE POSTAL, UTILITY, DRAINAGE AND PRIVATE ACCESS EASEMENT





SCALE IN FEET
SCALE: 1"=30'

HEET INDEX



HEET 3 *HEET 5*

CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C7	57.05'	200.00'	16°20'39"	56.86'	N85°06'38"W
C8	79.12'	90.00'	50°22'16"	76.60'	N51°45'10"W
C9	55.21'	37.00'	85°29'36"	50.23'	N16°10'45"E
C10	96.43'	200.00'	27°37'30"	95.50'	S45°06'48"W
C11	48.29'	37.00'	74°46'57"	44.94'	N68°41'32"E
C12	128.83'	165.00'	44°44'13"	125.58'	S51°32'53"E
C13	111.92'	90.00'	71°15'12"	104.85'	S06°26'49"W
C14	229.63'	300.00'	43°51'23"	224.07'	N82°27'48"E
C15	112.18'	300.00'	21°25'30"	111.53'	N49°49'21"E
C16	201.61'	300.00'	38°30'18"	197.84'	S58°21'45"W
C17	65.86'	260.00'	14°30'48"	65.68'	N70°21'30"E
C18	408.35'	260.00'	89°59'12"	367.65'	N18°06'30"E
C19	79.01'	260.00'	17°24'38"	78.70'	N47°48'55"E
C20	181.89'	340.00'	30°39'06"	179.73'	S54°26'09"W
C21	26.59'	340.00'	4°28'49"	26.58'	S75°22'30"W
C22	20.61'	270.00'	4°22'27"	20.61'	S76°08'40"E
C23	175.98'	270.00'	37°20'35"	172.88'	N82°59'49"E
C24	18.01'	270.00'	3°49'19"	18.01'	N62°24'52"E
C25	18.02'	270.00'	3°49'24"	18.01'	N58°35'30"E
C26	82.80'	270.00'	17°34'12"	82.47'	N47°53'42"E

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C27	15.44'	230.00'	3°50'49"	15.44'	N75°41'30"E
C28	42.99'	230.00'	10°42'35"	42.93'	N68°24'48"E
C29	41.76'	230.00'	10°24'11"	41.70'	N57°51'25"E
C30	83.30'	230.00'	20°45'03"	82.84'	N42°16'48"E
C31	61.37'	230.00'	15°17'17"	61.19'	N24°15'38"E
C32	33.25'	340.00'	5°36'14"	33.24'	S41°54'43"W
C33	148.64'	340.00'	25°02'52"	147.46'	S57°14'16"W
C34	10.26'	9.50'	61°51'16"	9.77'	N83°34'57"E
C35	15.41'	29.00'	30°26'51"	15.23'	S50°15'59"E
C36	20.00'	117.50'	9°45'10"	19.98'	N39°55'09"W
C37	60.59'	108.00'	32°08'35"	59.80'	N60°52'01"W
C38	35.50'	108.00'	18°50'09"	35.34'	N54°12'48"W
C39	25.08'	108.00'	13°18'26"	25.03'	N70°17'05"W
C40	31.65'	72.00'	25°11'08"	31.39'	N64°20'44"W
C41	27.02'	28.00'	55°16'57"	25.98'	N17°47'23"W
C42	10.60'	9.50'	63°54'59"	10.06'	N41°48'35"E
C43	62.19'	218.00'	16°20'39"	61.98'	N85°06'38"W
C44	10.84'	218.00'	2°50'57"	10.84'	N78°21'47"W
C45	51.35'	218.00'	13°29'42"	51.23'	N86°32'06"W
C46	51.92'	182.00'	16°20'39"	51.74'	N85°06'38"W

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C47	31.28'	182.00'	9°50'55"	31.25'	N81°51'46"W
C48	20.63'	182.00'	6°29'44"	20.62'	S89°57'55"W
C49	28.32'	18.50'	87°42'27"	25.63'	S42°51'49"W
C50	79.38'	56.50'	80°29'54"	73.01'	N39°15'33"E
C51	59.27'	56.50'	60°06'33"	56.59'	N29°03'52"E
C52	20.11'	56.50'	20°23'21"	20.00'	N69°18'49"E
C53	168.27'	51.50'	187°12'33"	102.80'	S06°53'14"E
C54	63.84'	51.50'	71°01'12"	59.83'	S64°58'54"E
C55	36.99'	51.50'	41°09'07"	36.20'	S08°53'45"E
C56	39.34'	51.50'	43°45'56"	38.39'	S33°33'46"W
C57	28.11'	51.50'	31°16'19"	27.76'	S71°04'53"W
C58	44.36'	72.00'	35°17'49"	43.66'	S11°31'52"E
C59	37.40'	18.50'	115°49'28"	31.35'	S64°01'46"W
C60	91.73'	56.50'	93°01'14"	81.98'	N75°25'53"E
C61	71.62'	56.50'	72°37'53"	66.92'	N85°37'34"E
C62	20.11'	56.50'	20°23'21"	20.00'	N39°06'57"E
C63	134.31'	108.00'	71°15'12"	125.82'	S06°26'49"W
C64	50.29'	108.00'	26°40'55"	49.84'	S15°50'19"E
C65	58.33'	108.00'	30°56'47"	57.63'	S12°58'32"W
C66	25.68'	108.00'	13°37'31"	25.62'	S35°15'40"W

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C67	149.07'	51.50'	165°50'44"	102.22'	N55°00'13"W
C68	38.02'	51.50'	42°18'06"	37.16'	S63°13'29"W
C69	20.13'	51.50'	22°23'35"	20.00'	N84°25'41"W
C70	37.80'	51.50'	42°03'12"	36.96'	N52°12'17"W
C71	53.12'	51.50'	59°05'51"	50.80'	N01°37'46"W
C72	20.40'	330.00'	3°32'33"	20.40'	S78°43'16"E
C73	65.95'	330.00'	11°27'00"	65.84'	S86°13'03"E
C74	63.97'	330.00'	11°06'22"	63.87'	N82°30'16"E
C75	53.45'	330.00'	9°16'51"	53.40'	N72°18'39"E
C76	40.95'	330.00'	7°06'34"	40.92'	N64°06'57"E
C77	39.14'	330.00'	6°47'43"	39.11'	N57°09'48"E
C78	84.41'	330.00'	14°39'21"	84.18'	N46°26'17"E
C79	4.84'	290.00'	0°57'26"	4.84'	N77°08'11"E
C80	68.44'	290.00'	13°31'20"	68.28'	N69°53'49"E
C81	85.95'	290.00'	16°58'52"	85.64'	N54°38'43"E
C82	48.25'	290.00'	9°31'58"	48.19'	N41°23'18"E
C83	86.01'	340.00'	14°29'37"	85.78'	N46°21'25"E
C84	174.73'	260.00'	38°30'18"	171.46'	S58°21'45"W
C85	127.49'	260.00'	28°05'42"	126.22'	S53°09'27"W
C86	47.24'	260.00'	10°24'36"	47.17'	S72°24'36"W

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C87	8.55'	300.00'	1°38'00"	8.55'	N76°47'54"E
C88	26.47'	52.25'	29°01'25"	26.19'	N83°51'37"W
C89	64.68'	59.00'	62°48'53"	61.49'	N70°58'39"W
C90	41.48'	59.00'	40°17'05"	40.63'	N82°14'34"W
C91	23.20'	59.00'	22°31'49"	23.05'	N50°50'07"W
C92	4.54'	20.00'	13°00'10"	4.53'	N33°04'07"W
C93	78.02'	60.00'	74°29'57"	72.63'	S10°40'56"W
C94	44.35'	172.00'	14°46'24"	44.23'	S33°57'14"E
C95	21.37'	172.00'	7°07'10"	21.36'	S30°07'37"E
C96	22.98'	172.00'	7°39'14"	22.96'	S37°30'49"E
C97	140.55'	70.00'	115°02'24"	118.10'	N16°10'45"E
C98	36.91'	70.00'	30°12'45"	36.49'	N26°14'04"W
C99	37.00'	70.00'	30°16'53"	36.57'	N04°00'45"E
C100	46.82'	70.00'	38°19'18"	45.95'	N38°18'51"E
C101	19.82'	70.00'	16°13'28"	19.76'	N65°35'13"E
C102	17.91'	12.00'	85°29'36"	16.29'	N16°10'45"E
C103	44.35'	172.00'	14°46'24"	44.23'	S66°18'45"W
C104	84.38'	175.00'	27°37'30"	83.56'	S45°06'48"W
C105	79.41'	175.00'	25°59'54"	78.73'	S45°55'36"W
C106	4.97'	175.00'	1°37'35"	4.97'	S32°06'51"W

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C107	98.08'	225.00'	24°58'34"	97.31'	S46°26'16"W
C108	32.14'	225.00'	8°11'08"	32.12'	S54°49'59"W
C109	65.94'	225.00'	16°47'26"	65.70'	S42°20'43"W
C110	18.29'	12.00'	87°21'04"	16.57'	N77°37'32"E
C111	18.94'	18.50'	58°40'04"	18.13'	S29°21'54"E
C112	293.21'	56.50'	297°20'08"	58.76'	S31°18'04"W
C113	64.97'	56.50'	65°53'24"	61.45'	N32°58'34"W
C114	43.12'	56.50'	43°43'49"	42.08'	N87°47'11"W
C115	45.80'	56.50'	46°26'52"	44.56'	S47°07'29"W
C116	34.95'	56.50'	35°26'22"	34.39'	S06°10'52"W
C117	21.88'	56.50'	22°11'27"	21.75'	S22°38'03"E
C118	82.48'	56.50'	83°38'14"	75.35'	S75°32'53"E
C119	18.94'	18.50'	58°40'04"	18.13'	N88°01'58"W
C120	18.85'	12.00'	90°00'00"	16.97'	N13°41'56"W
C121	15.66'	12.00'	74°46'57"	14.57'	N68°41'32"E
C122	44.35'	172.00'	14°46'24"	44.23'	S23°54'52"W
C123	25.62'	172.00'	8°32'00"	25.59'	S27°02'04"W
C124	18.73'	172.00'	6°14'24"	18.72'	S19°38'52"W
C125	127.46'	70.00'	104°19'45"	110.57'	N68°41'32"E
C126	43.94'	70.00'	35°57'58"	43.22'	N34°30'39"E

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C127	15.12'	70.00'	12°22'25"	15.09'	N58°40'50"E
C128	40.14'	70.00'	32°51'16"	39.59'	N81°17'41"E
C129	28.26'	70.00'	23°08'06"	28.07'	S70°42'38"E
C130	44.35'	172.00'	14°46'24"	44.23'	N66°31'47"W
C131	36.76'	172.00'	12°14'44"	36.69'	N65°15'57"W
C132	7.59'	172.00'	2°31'40"	7.59'	N72°39'09"W
C133	109.31'	140.00'	44°44'13"	106.56'	S51°32'53"E
C134	33.43'	140.00'	13°40'50"	33.35'	S67°04'34"E
C135	75.88'	140.00'	31°03'22"	74.96'	S44°42'28"E
C136	148.35'	190.00'	44°44'13"	144.61'	S51°32'53"E
C137	26.45'	190.00'	7°58'39"	26.43'	S69°55'40"E
C138	61.08'	190.00'	18°25'04"	60.81'	S56°43'48"E
C139	60.82'	190.00'	18°20'30"	60.56'	S38°21'02"E
C140	23.16'	16.00'	82°56'44"	21.19'	S12°17'35"W
C141	26.12'	18.00'	83°09'00"	23.89'	N70°45'17"W
C142	183.37'	330.00'	31°50'13"	181.02'	N83°35'20"E
C143	7.21'	18.00'	22°57'25"	7.16'	S79°08'56"W
C144	5.98'	331.50'	1°02'02"	5.98'	N66°58'26"E
C145	8.48'	6.00'	80°59'46"	7.79'	S26°59'34"W
C146	28.26'	19.00'	85°13'45"	25.73'	N29°06'34"E

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C147	144.82'	353.50'	23°28'21"	143.81'	N83°27'38"E
C148	28.26'	19.00'	85°13'45"	25.73'	S42°11'19"E
C149	8.68'	6.00'	82°50'55"	7.94'	N40°59'54"W
C150	20.40'	330.00'	3°32'33"	20.40'	S78°43'16"E
C151	18.91'	18.00'	60°11'34"	18.05'	N59°16'34"W
C152	20.47'	270.00'	4°20'40"	20.47'	S76°07'47"E
C153	165.04'	270.00'	35°01'19"	162.48'	N84°11'14"E
C154	11.08'	270.00'	2°21'03"	11.08'	N65°30'03"E

LINE TABLE		
LINE	BEARING	LENGTH
L1	N87°51'11"E	2.77'
L2	S74°29'57"E	44.05'
L3	S26°34'02"E	4.04'
L4	N20°41'11"W	26.45'
L5	S20°41'11"E	25.71'
L6	S09°27'09"W	7.12'

LINE TABLE		
LINE	BEARING	LENGTH
L7	S58°20'36"W	11.78'
L8	N31°18'04"E	21.55'
L9	S47°55'55"W	17.13'
L10	N00°05'33"W	1.52'
L11	S43°50'43"E	2.84'
L12	S70°30'19"W	9.74'

BOUNDARY CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C1 (RECORD)	244.86'	230.00'	60°59'55" 60°59'53"	233.46'	S47°06'57"W
C2	221.77'	330.00'	38°30'18"	217.62'	S58°21'45"W
C3 (RECORD)	315.41' 315.46'	270.00'	66°55'57" 66°56'31"	297.78' 297.82'	S72°34'35"W
C4 (RECORD)	368.27' 368.31'	330.00'	63°56'24" 63°56'47"	349.45' 349.49'	N71°04'48"E
C5	181.45'	270.00'	38°30'18"	178.06'	N58°21'45"E
C6	207.48'	290.00'	40°59'34"	203.09'	N57°07'07"E

LINE TABLE		
LINE	BEARING	LENGTH
L13	N13°20'31"W	3.04'
L14	S45°12'17"W	9.50'
L15	S44°34'09"W	4.87'
L16	S10°29'30"E	5.00'
L17	N50°53'03"W	5.09'

THE RIDGE AT MARIANA BUTTE
TRAFFIC IMPACT STUDY

LOVELAND, COLORADO

SEPTEMBER 2014

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Project #1471

PC ATTACHMENT 7

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APPENDICES

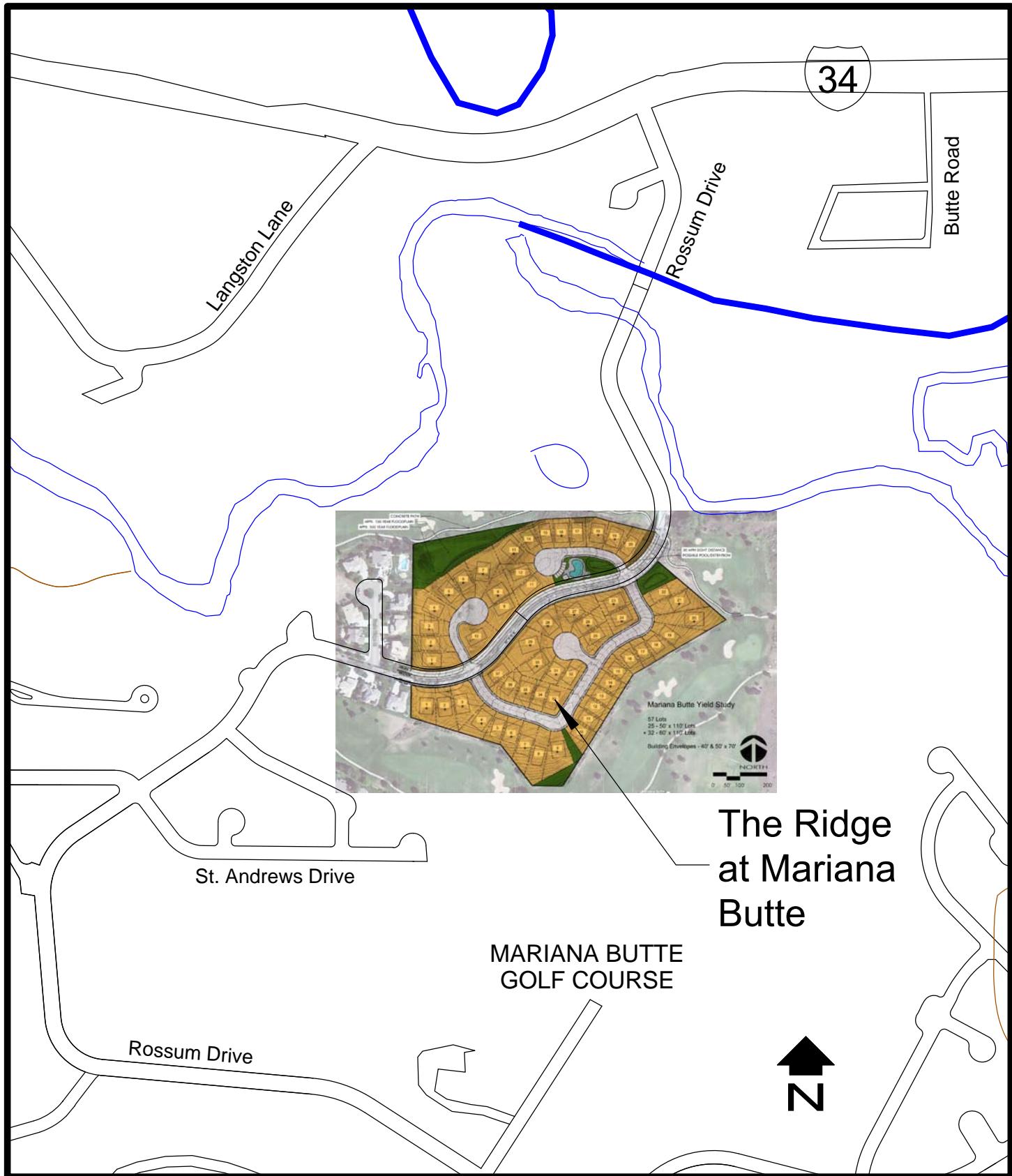
- A. Base Assumptions Form
- B. Recent Peak Hour Traffic
- C. Current Peak Hour Operation/Level of Service Descriptions/Loveland LOS Standards
- D. Short Range (2017) ACF Thresholds
- E. Short Range (2017) Background Peak Hour Operation
- F. Short Range (2017) Total Peak Hour Operation
- G. Pedestrian Level of Service

I. INTRODUCTION

This intermediate traffic impact study (TIS) is for the proposed development of The Ridge at Mariana Butte, located along Rossum Drive, south of US34 in Loveland, Colorado. The location of this site is shown in Figure 1.

This study involved the collection of data, a review of previous developments and studies in the area, trip generation, trip distribution, trip assignment, and the operation analyses of the key intersections in the area for the existing conditions and the short range (2017) future. During the course of this analysis, numerous contacts were made with City of Loveland staff, the project planner (BHA Design), and the project developer (Loveland Commercial). Since this land is within the City of Loveland, the traffic impact study guidelines for Loveland, as contained in the "Larimer County Urban Area Street Standards," (LCUASS) were used. An intermediate TIS was prepared based upon the location of the site and the trip generation.

The following public street intersections were addressed in this traffic study: US34/Rossum-Driveway (major intersection), Rossum/East Accesses (minor intersection), and Rossum/West Accesses (minor intersection) intersections. Other major intersections were found to be impacted by less than 10% by site generated traffic or were beyond one mile from The Ridge at Mariana Butte development. Appendix A contains the Transportation Impact Study Base Assumptions form and related attachments for The Ridge at Mariana Butte development.



SITE LOCATION

Figure 1

II. EXISTING CONDITIONS

Land Use

The project site is currently vacant. The land surrounding the site consists of primarily residential and recreational uses. The Mariana Butte Golf Course is to the south of the site. The center of Loveland lies to the east of The Ridge at Mariana Butte site.

Roads

A schematic of the existing geometry at the US34/Rossum-Driveway intersection is shown in Figure 2. The key public streets are US34 and Rossum Drive. Primary access to the site will be via two full movement intersections along Rossum Drive.

In this area, US34 is classified as a four-lane arterial street on the Loveland 2035 Transportation Plan and a regional highway (R-A) by CDOT. Currently, US34 has a two-lane cross section with auxiliary lanes at intersections. It has a posted speed of 45 mph in this area. At the US34/Rossum-Driveway intersection, US34 has an eastbound and a westbound left-turn lane, a through lane in each direction, and an eastbound right-turn lane. The US34/Rossum-Driveway intersection has stop sign control on Rossum Drive and the driveway.

Rossum Drive is the south leg of the US34/Rossum-Driveway intersection. Rossum Drive is classified as a major collector street on the Loveland 2035 Transportation Plan. It has a posted speed of 25 mph. A driveway is the north leg of the US34/Rossum-Driveway intersection. At the US34/Rossum-Driveway intersection, Rossum-Driveway has northbound left-turn and northbound right-turn lane and southbound movements are combined into a single lane.

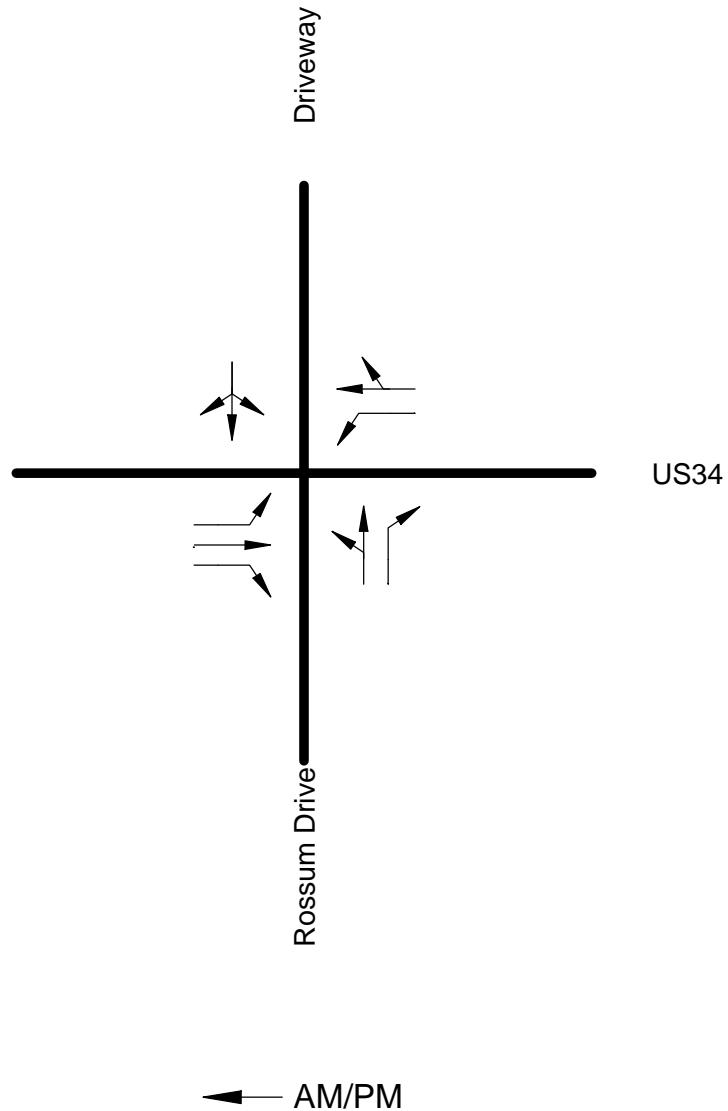
Existing Traffic

Recent morning and afternoon peak hour traffic counts at the US34/Rossum-Driveway intersection are shown in Figure 3. Raw traffic counts are provided in Appendix B. Traffic data for the US34/Rossum-Driveway intersection was obtained in September 2014.

Existing Operation

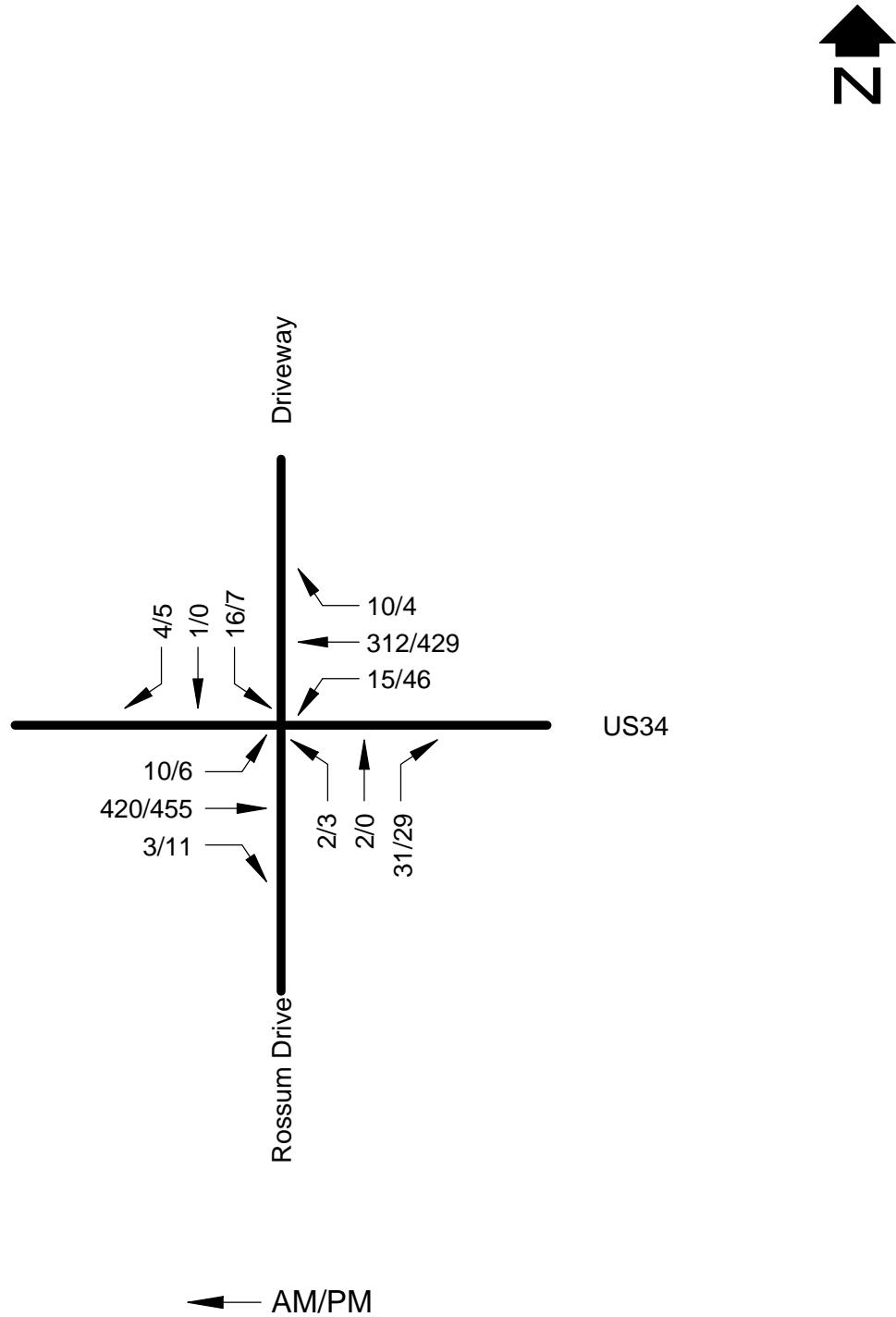
Using the volumes shown in Figure 3, the current peak hour operation at the US34/Rossum-Driveway intersection is shown in Table 1. Calculation forms for these analyses are provided in Appendix C. The US34/Rossum-Driveway intersection was

N



EXISTING GEOMETRY

Figure 2



RECENT PEAK HOUR TRAFFIC

Figure 3

TABLE 1
Current Peak Hour Operation

Intersection	Movement	Level of Service	
		AM	PM
US34/Rossum-Driveway (stop sign)	EB LT	A	A
	WB LT	A	A
	NB LT/T	C	D
	NB RT	B	B
	NB APPROACH	B	B
	SB LT/T/RT	C	C
	OVERALL	A	A

analyzed using the unsignalized intersection techniques from the 2010 Highway Capacity Manual (2010 HCM). Acceptable intersection operation is defined by the City of Loveland as level of service (LOS) C or better overall. At major intersections, any leg can operate at level of service D and any movement can operate at level of service E. At minor intersections, any leg can operate at level of service E and any movement can operate at level of service F. A description of level of service at unsignalized intersections is provided in Appendix C. The Loveland Motor Vehicle LOS Standards are also provided in Appendix C. As can be seen in Table 1, the US34/Rossum-Driveway intersection is currently operating acceptably with existing control and geometry.

Existing Pedestrians and Bicycles

During the vehicular traffic counting, pedestrians and bicycles were observed. By observation, the number of pedestrians and bicyclists was very low. There are no sidewalks along US34. There are sidewalks on Rossum Drive, south of The Ridge at Mariana Butte development. There are bike lanes on US34 and Rossum Drive.

Accident Analysis

Accident data was obtained from the Colorado Department of Transportation for the US34/Rossum-Driveway intersection for a five year period (1/01/09 to 12/01/13). There were 2 reported accidents at the US34/Rossum-Driveway intersection. One of these was a turning vehicle accident and the other was with a wild animal. The accident data indicates that the US34/Rossum-Driveway intersection is not a high accident location.

III. PROPOSED DEVELOPMENT

The Ridge at Mariana Butte Development is a proposed 57 single family dwelling unit residential development. Figure 4 shows the site plan for The Ridge at Mariana Butte Development. Primary access to the site will be via two full movement intersections along Rossum Drive. It is assumed that the development will occur in the next 2-3 years, following approval. The analysis year for the short range future was assumed to be the year 2017.

Trip Generation

Trip generation is important in considering the impact of a development on the existing and proposed street system. Trip Generation, 9th Edition, ITE was used to estimate trips that would be generated at The Ridge at Mariana Butte. Single Family Detached Housing (Code 210) was used to estimate the trip generation of the site. As discussed with City staff, the trip generation was determined using the equations. Table 2 shows the expected trip generation to/from the site on a daily and peak hour basis. A trip is defined as a one-way vehicle movement from origin to destination. The trip generation resulted in 626 daily trip ends, 50 morning peak hour trip ends, and 63 afternoon peak hour trip ends.

TABLE 2
Trip Generation

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
210	Single Family Detached	57 D. U.	Eq.	626	Eq.	13	Eq.	37	Eq.	40	Eq.	23

Trip Distribution

Trip distribution for The Ridge at Mariana Butte was estimated using the knowledge of the existing and planned street system, development trends, and engineering judgment. Figure 5 shows the trip distribution used in the following analyses. The trip distribution analysis was discussed and agreed to in scoping discussions.

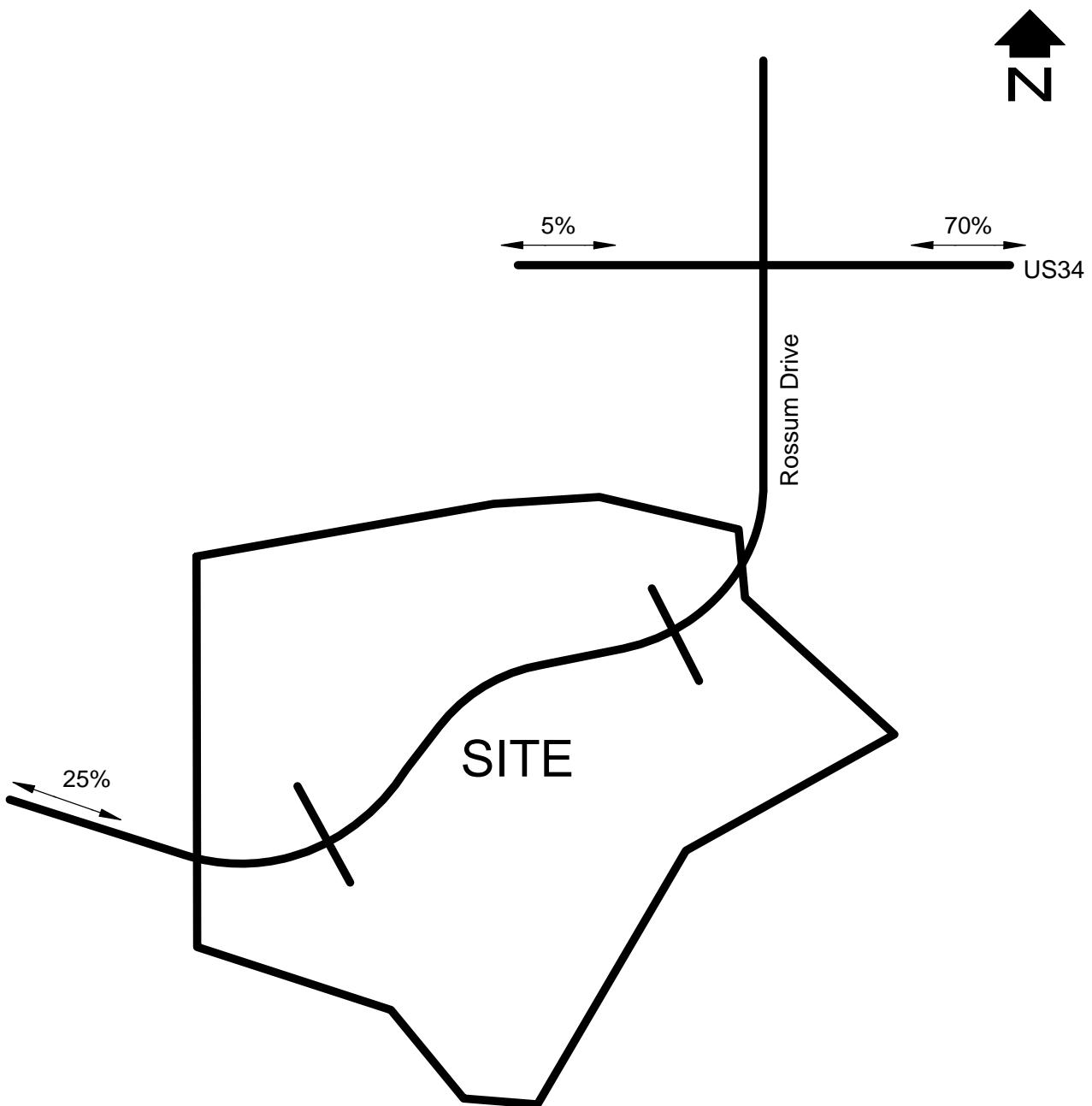
Traffic Assignment

Traffic assignment is the product of both the trip generation and trip distribution processes. Figure 6 shows the morning and afternoon site generated peak hour traffic at the key intersections.



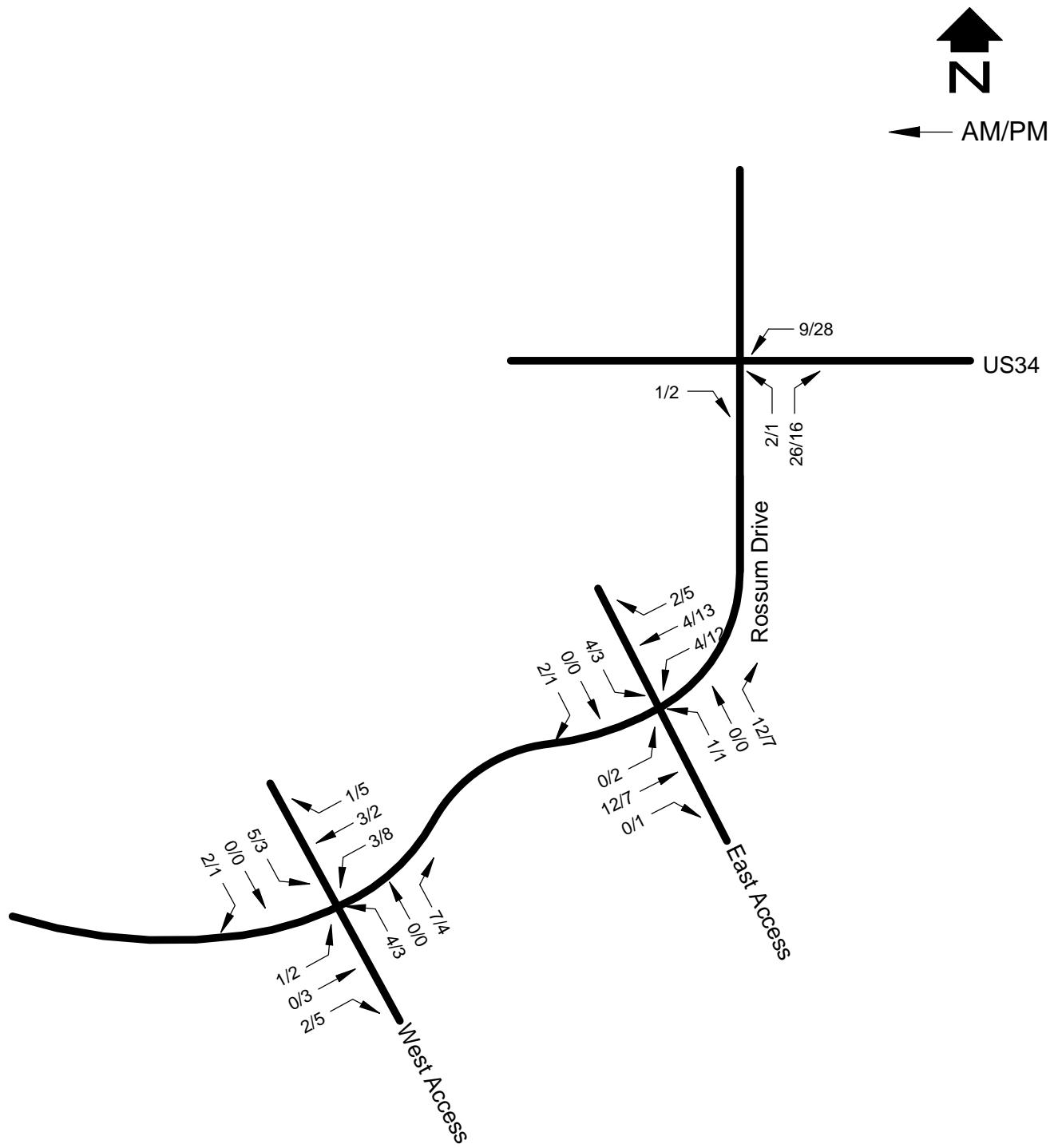
SITE PLAN

Figure 4



TRIP DISTRIBUTION

Figure 5



SITE GENERATED PEAK HOUR TRAFFIC

Figure 6

Background Traffic Projections

Background traffic projections for the short range (2017) future were obtained by reviewing the Loveland Transportation Plan and traffic studies from various developments in this area. The traffic growth rate was assumed to be 2.0 percent per year along US34 and Rossum Drive. Figure 7 shows the short range (2017) background peak hour traffic at the US34/Rossum intersection.

Total Traffic

The traffic volumes generated by The Ridge at Mariana Butte were added to the background traffic volumes to produce the total traffic volume forecasts for the short range (2017) future. Figure 8 shows the short range (2017) total peak hour traffic.

Table 3 shows the existing and short range (2017) link volumes for various street segments in the area. Table 3 also shows the ACF volume thresholds for each street segment and whether that segment meets the Adequate Community Facilities Ordinance. The threshold volumes shown were calculated for this study. Calculations for the ACF threshold volumes are provided in Appendix D. Table 3 indicates that all links meet the requirements of the Adequate Community Facilities Ordinance.

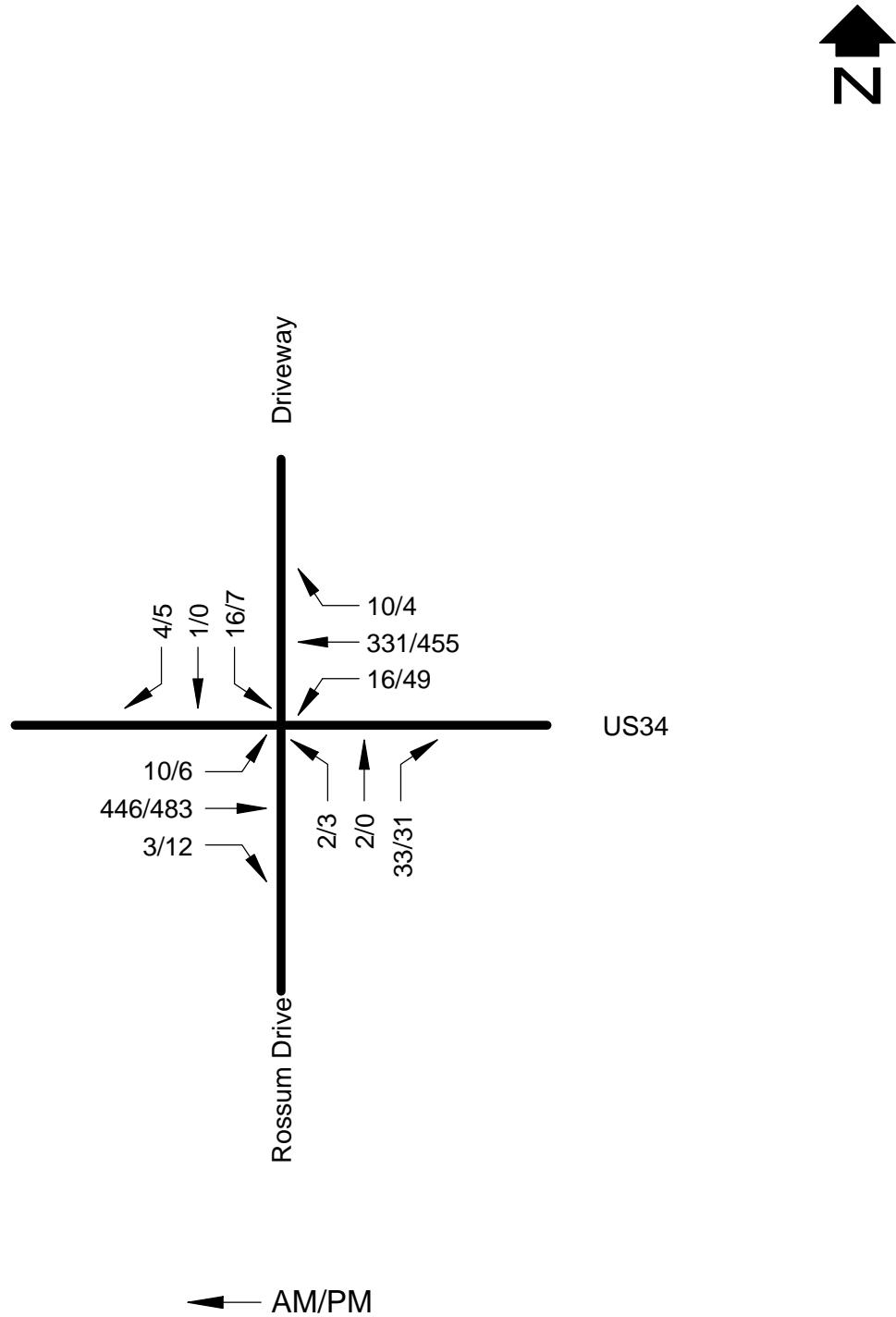
Signal Warrants

As a matter of policy, traffic signals are not installed at any location until such time that signal installation warrants are met according to the Manual on Uniform Traffic Control Devices. The US34/Rossum-Driveway intersection will not meet the lower threshold volume for a minor-street approach for the peak hour signal warrant.

Operation Analysis

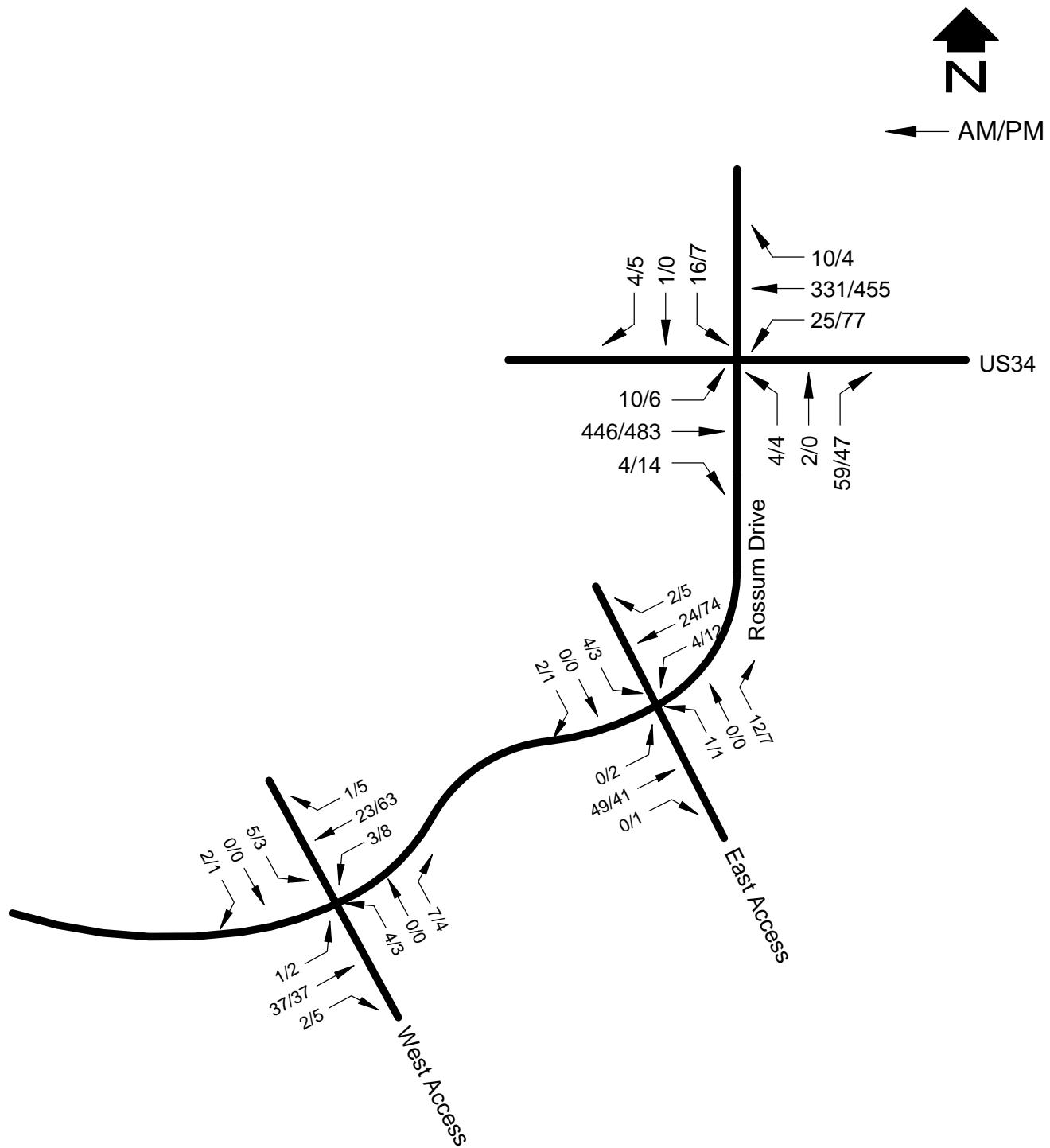
Operational analyses of the key intersections were performed using the techniques described in the 2010 Highway Capacity Manual. The following intersections were analyzed: US34/Rossum-Driveway, Rossum/East Accesses, and Rossum/West Accesses intersections. The following discussion explains the results of these analyses.

Table 4 shows the short range (2017) background morning and afternoon peak hour operation at the US34/Rossum-Driveway intersection. Calculation forms are provided in Appendix E. The analysis indicated that the US34/Rossum-Driveway intersection will operate at acceptable levels of service during both the morning and afternoon peak hours with the existing geometry and control.



SHORT RANGE (2017) BACKGROUND PEAK HOUR TRAFFIC

Figure 7



SHORT RANGE (2017) TOTAL
PEAK HOUR TRAFFIC

Figure 8

TABLE 3
Street Traffic Volume Summary for the Existing and Short Range (2015) Conditions

Street Segment		Direction	Existing Traffic Volume (AM/PM)	Date Existing Volume Taken	Regional Growth and Traffic from Build-out of Other Proposed Developments	Site Generated Traffic (2017) (AM/PM)	Total Traffic (AM/PM)	ACF Traffic Threshold	ACF Compliance (AM/PM)	
1	US34 west of Rossum Drive	EB	424/472	9/14	459/501	1/2	460/503	945	Y/Y	
		WB	318/437	9/14	337/463	2/1	339/464	945	Y/Y	
2	US34 east of Rossum Drive	EB	467/491	9/14	495/521	26/16	521/537	945	Y/Y	
		WB	337/479	9/14	357/508	9/28	366/536	945	Y/Y	
3	Rossum Drive south of US34	NB	35/32	9/14	37/34	28/17	65/51	590	Y/Y	
		SB	19/57	9/14	20/62	10/30	30/92	590	Y/Y	
4	Rossum Drive west of East Accesses	EB	35/32	9/14	37/34	12/10	49/44	590	Y/Y	
		WB	19/57	9/14	20/62	7/15	27/77	590	Y/Y	
4	Rossum Drive west of West Accesses	EB	35/32	9/14	37/34	3/10	40/44	590	Y/Y	
		WB	19/57	9/14	20/62	9/6	29/68	590	Y/Y	
° Approved developments, not yet built:										
° Proposed developments, not yet approved:										
Notes/Comments										

TABLE 4
Short Range (2017) Background Peak Hour Operation

Intersection	Movement	Level of Service	
		AM	PM
US34/Rossum-Driveway (stop sign)	EB LT	A	A
	WB LT	A	A
	NB LT/T	C	D
	NB RT	B	B
	NB APPROACH	B	B
	SB LT/T/RT	C	D
	OVERALL	A	A

TABLE 5
Short Range (2017) Total Peak Hour Operation

Intersection	Movement	Level of Service	
		AM	PM
US34/Rossum-Driveway (stop sign)	EB LT	A	A
	WB LT	A	A
	NB LT/T	C	D
	NB RT	B	B
	NB APPROACH	B	B
	SB LT/T/RT	C	D
	OVERALL	A	A
Rossum/East Accesses (stop sign)	EB LT/T/RT	A	A
	WB LT/T/RT	A	A
	NB LT/T/RT	A	A
	SB LT/T/RT	A	A
	OVERALL	A	A
Rossum/West Accesses (stop sign)	EB LT/T/RT	A	A
	WB LT/T/RT	A	A
	NB LT/T/RT	A	A
	SB LT/T/RT	A	A
	OVERALL	A	A

Table 5 shows the short range (2017) morning and afternoon peak hour operation at the US34/Rossum, Rossum/East Accesses, and Rossum/West Accesses intersections with full development of The Ridge at Mariana Butte. Calculation forms are provided in Appendix F. The analysis indicated that the key intersections will operate at acceptable levels of service during both the morning and afternoon peak hours with the existing geometry and control.

Geometric Recommendations

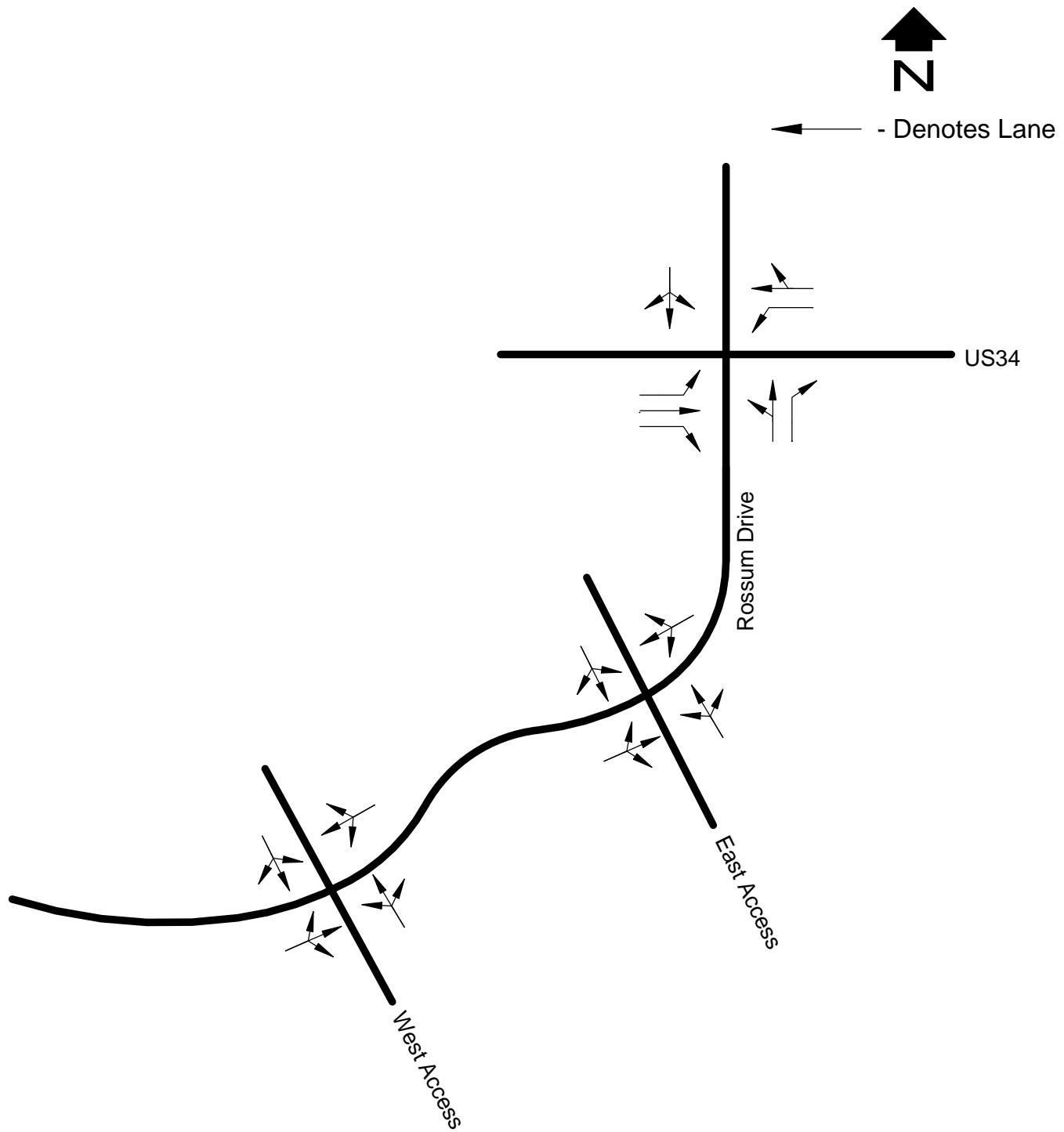
Figure 9 shows a schematic of the recommended short range (2017) approach geometry at the key intersections. This is the existing geometry in the short range (2017) future.

Bicycle/Pedestrian Facilities

Bicycle lanes exist along US34 and Rossum Drive. There are sidewalks on Rossum Drive, south of The Ridge at Mariana Butte development. Sidewalks will be installed along The Ridge at Mariana Butte frontage. As shown in Appendix G, there are two potential pedestrian destinations within 1320 feet of the site. These are: 1) the residential area to the west and 2) the Mariana Butte Golf Course to the south of the site. Appendix G contains a graphic depicting the pedestrian influence area and this pedestrian destination. A pedestrian level of service worksheet is also provided in Appendix G. This worksheet shows the level of service for each quality indicator. Since the City of Loveland has no minimum level of service criteria, this could not be indicated.

Adequate Community Facilities

The key intersections meet the City of Loveland criteria of level of service C or better during the peak hours with regard to operation. Therefore, the key intersections, with the control devices that are/will be installed and with the geometry shown in Figure 8, meet requirements of the Loveland Adequate Community Facilities Ordinance. As noted on Table 3, all street links meet the level of service C standard of the Loveland Adequate Community Facilities Ordinance.



SHORT RANGE (2017) GEOMETRY

Figure 9

IV. CONCLUSIONS/RECOMMENDATIONS

This study assessed the transportation impacts associated with the development of The Ridge at Mariana Butte in Loveland, Colorado. This study analyzed the transportation impacts in the short range (2017) future. As a result of these analyses, the following is concluded:

- Development of The Ridge at Mariana Butte is feasible from a traffic engineering standpoint. The Ridge at Mariana Butte will generate 626 daily trip ends, 50 morning peak hour trip ends, and 63 afternoon peak hour trip ends.
- Current operation at the US34/Rossum-Driveway intersection is acceptable based upon City of Loveland evaluation criteria.
- In the short range (2017) future, given development of The Ridge at Mariana Butte and an increase in background traffic, the key intersections will operate acceptably. Short range (2017) geometry is shown in Figure 9.
- Bicycle lanes exist along US34 and Rossum Drive. There are sidewalks along Rossum Drive, south of The Ridge at Mariana Butte development. Sidewalks will be installed along The Ridge at Mariana Butte frontage.
- Table 6 shows a summary of the recommended improvements and the responsibility for that improvement.
- No environmental or special studies are required with this development.

TABLE 6
Recommended Improvements Summary

Improvement Description and Location	Responsible Party		
	Applicant Committed	Background Committed	Master Planned
SHORT RANGE (2015)			
On-site infrastructure	X		