

Citizens for the Responsible Development of Outlot A





**Mission: To promote a multi-family unit on
Outlot A**

- 1. An appropriate number of quality units and buildings**
- 2. Integrates seamlessly into the existing neighborhoods**
- 3. Preserves the environmental habitats**
- 4. Built by a developer who from the outset works cooperatively with residents and HOA's**

Remaining Concerns of Resolution 14-03

- *“Not complementary and in harmony”*
- *“Detrimental impact”*
- Significant design and configuration concerns
- Remaining issues of non-compliance between the PDP and the GDP



Presentation

Density and Integration Concerns

Chris White

Impact on Traffic

Pat McFall

Impact on Parking

Bill Reinert

Impact of Hard Surface Runoff

Chris Rogowski

Design and Configuration Concerns

Sue Schneider

Document Inconsistencies

Brad Sarff

Concluding Remarks

Chris White

What is Density?

Density is a function of:

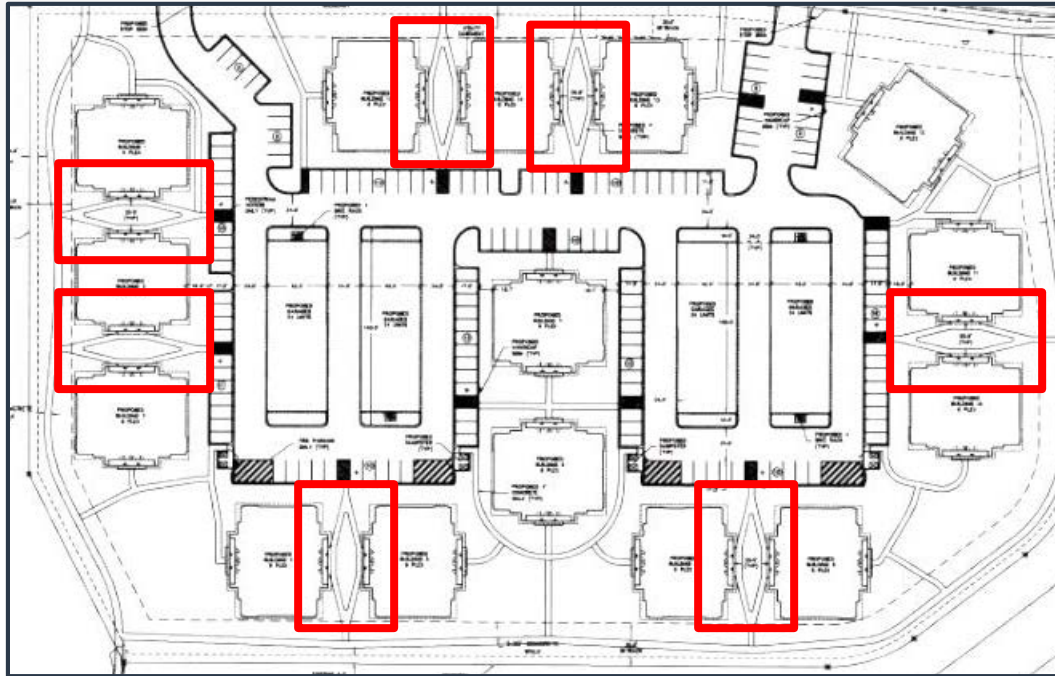
- ✓ the number of units
- ❑ the number of the buildings containing those units
- ❑ the size of those buildings
- ❖ and the amount of land space available (constant)



Density impacts:

- integration into the community
- visual appearance
- open views
- green space and playfields
- parking
- snow removal procedures
- traffic
- storm water runoff

Standards Prescribed in the GDP



*Where multifamily structures are adjacent to one another, appropriate and sensitive site design shall ensure that a “**tunnel effect**” is avoided by variations in building heights and location . . .*



GDP Requirement

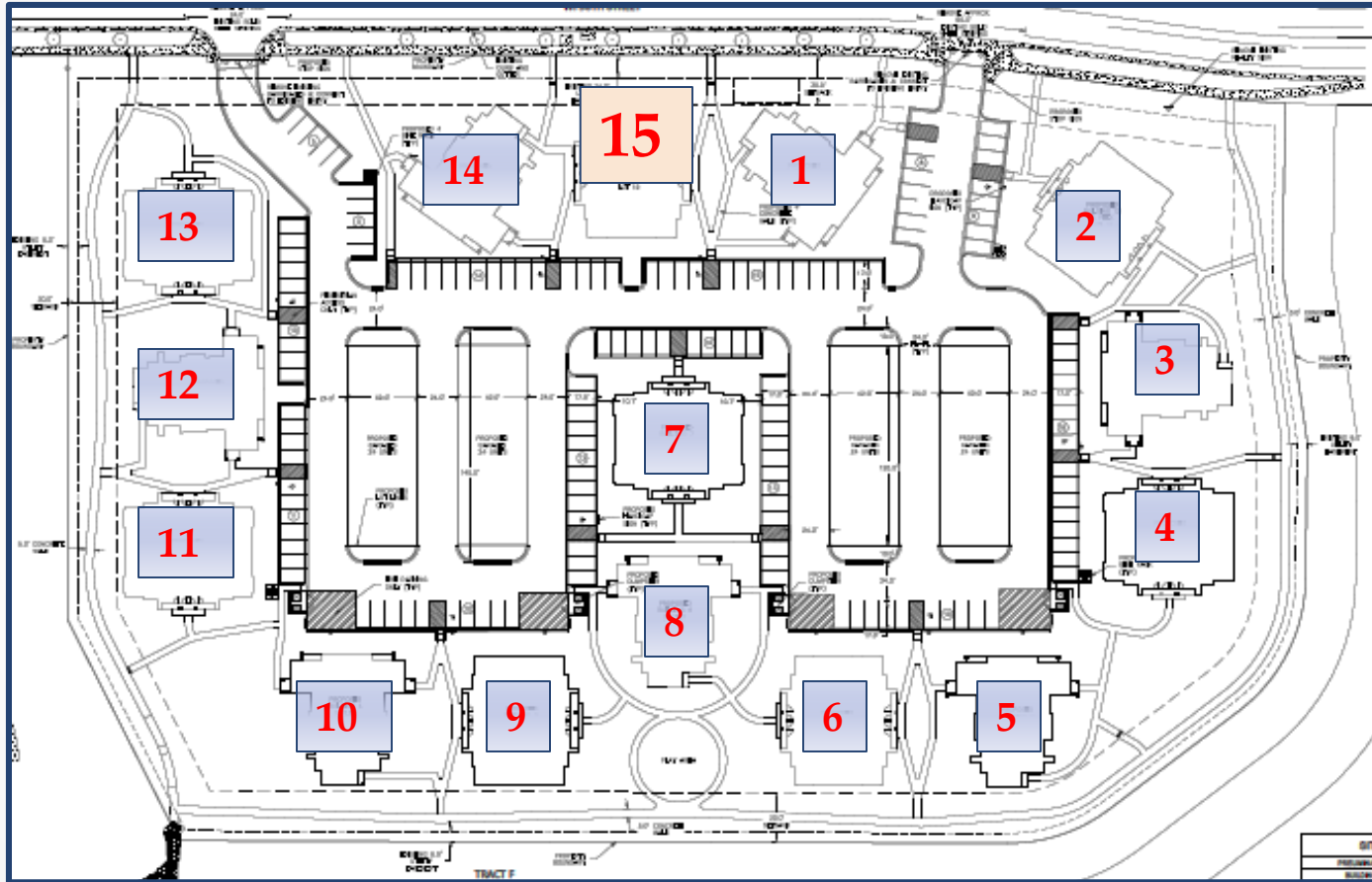


“Because the configuration (of buildings) is a oval, the dominating effect of two stories will not occur.” (city staff)

A dense oval can be as dominating and as objectionable as a long row of two-story buildings.



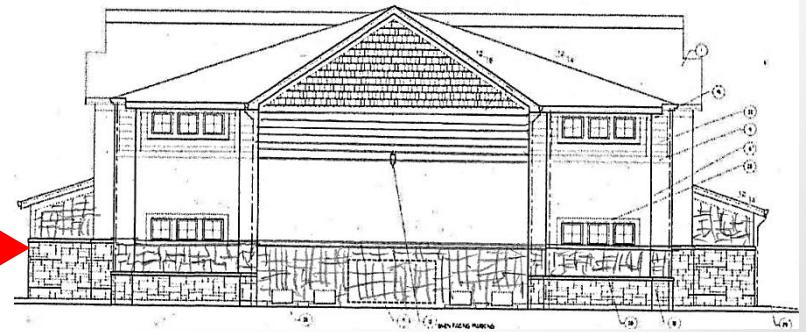
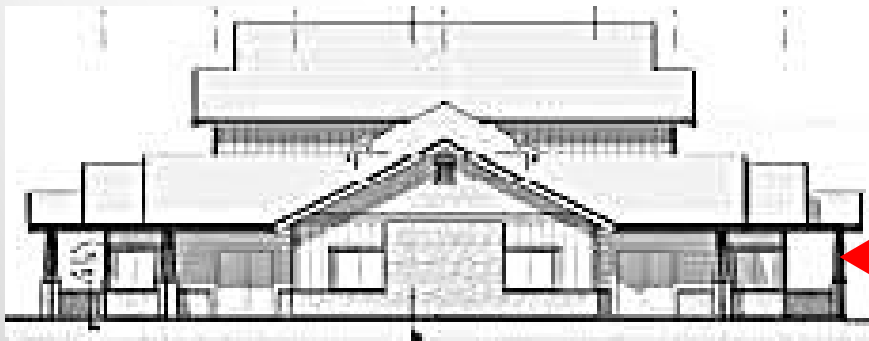
With Revisions, the Density Issue Remains



... still 15 buildings on 7.5 acres!

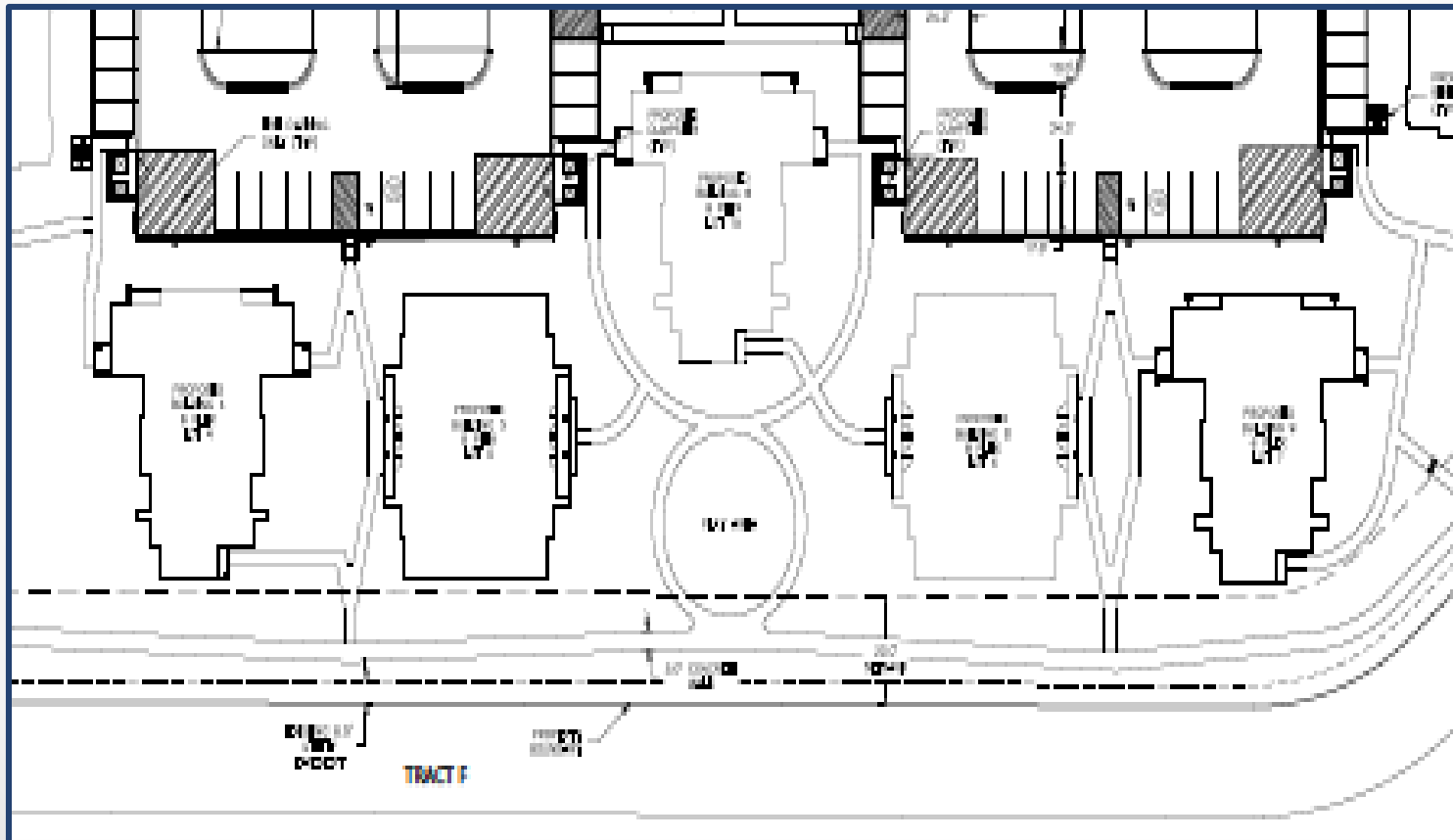
Density Issue Remains

- Buildings have the same dimensions at the widest points
- Visible distance between buildings remains relatively narrow



Density Issue Remains

- Dense configuration necessitates the same minimal setbacks from the walking trail and property line



Integration: A GDP Prerequisite

The design intent for Kendall Brook is to create a sense of place through the careful integration of an overall design theme for the development. This theme will serve to provide a neighborhood identity as well as a means of providing an overall sense of continuity among the various parcels.



Loveland 2005 Vision Statement

A vibrant community – surrounded by natural beauty – where you belong!

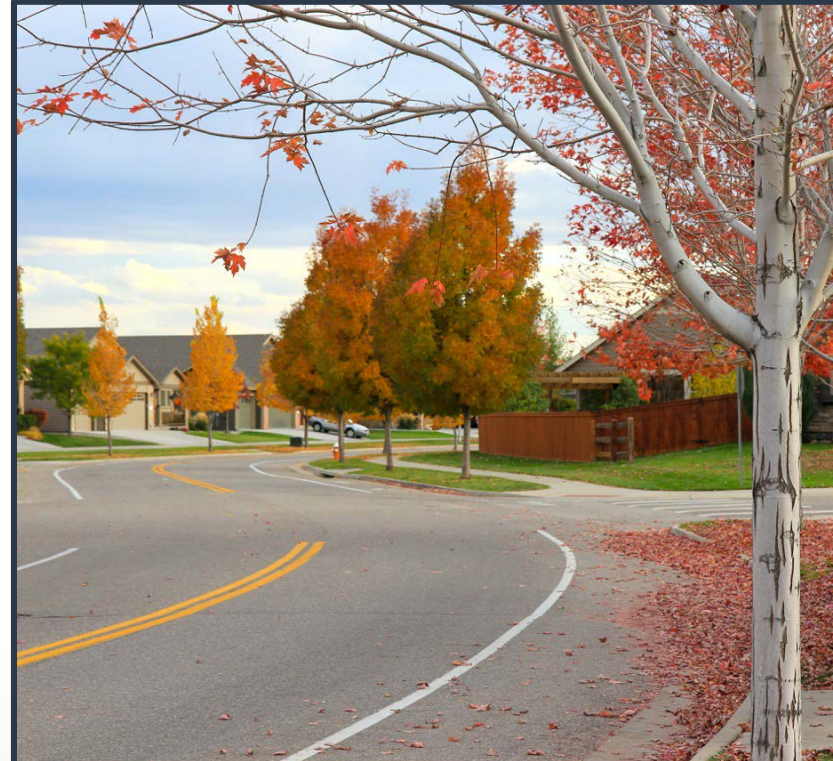


“Kendall Brook is uniquely beautiful. It is not a ‘cookie cutter’ development.”
City Planning Commissioner



Kendall Brook

- Promotes openness
- Features long, winding streets



Kendall Brook

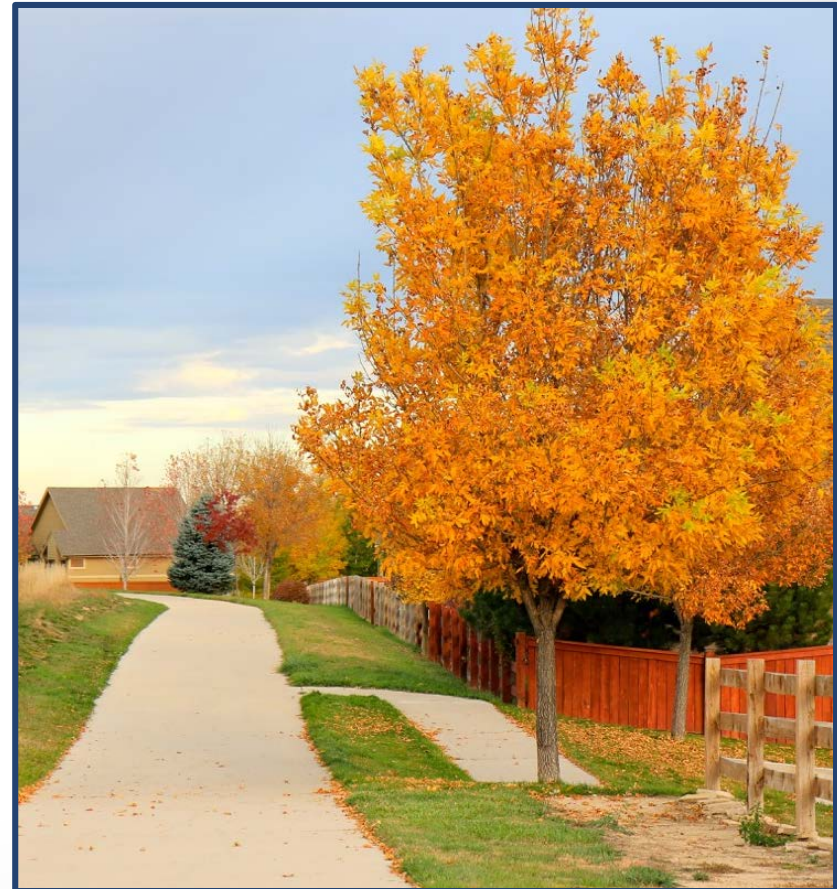
- Responds to the natural topography and views of the mountains
- Landscaped walking paths, pocket parks with playgrounds, and a beautiful central park next to the Dry Creek wetlands



Taft Farms



The City Walking and Bicycle Trail

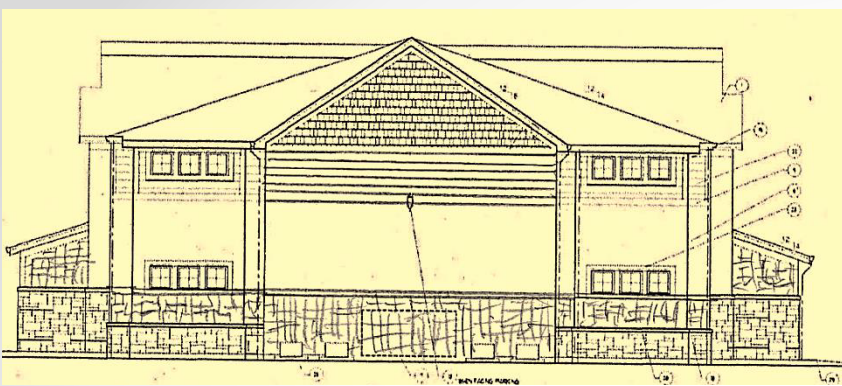


Kendall Brook Taft Farms

High covenant standards

- landscaping
- architecture
- parking
- property
maintenance





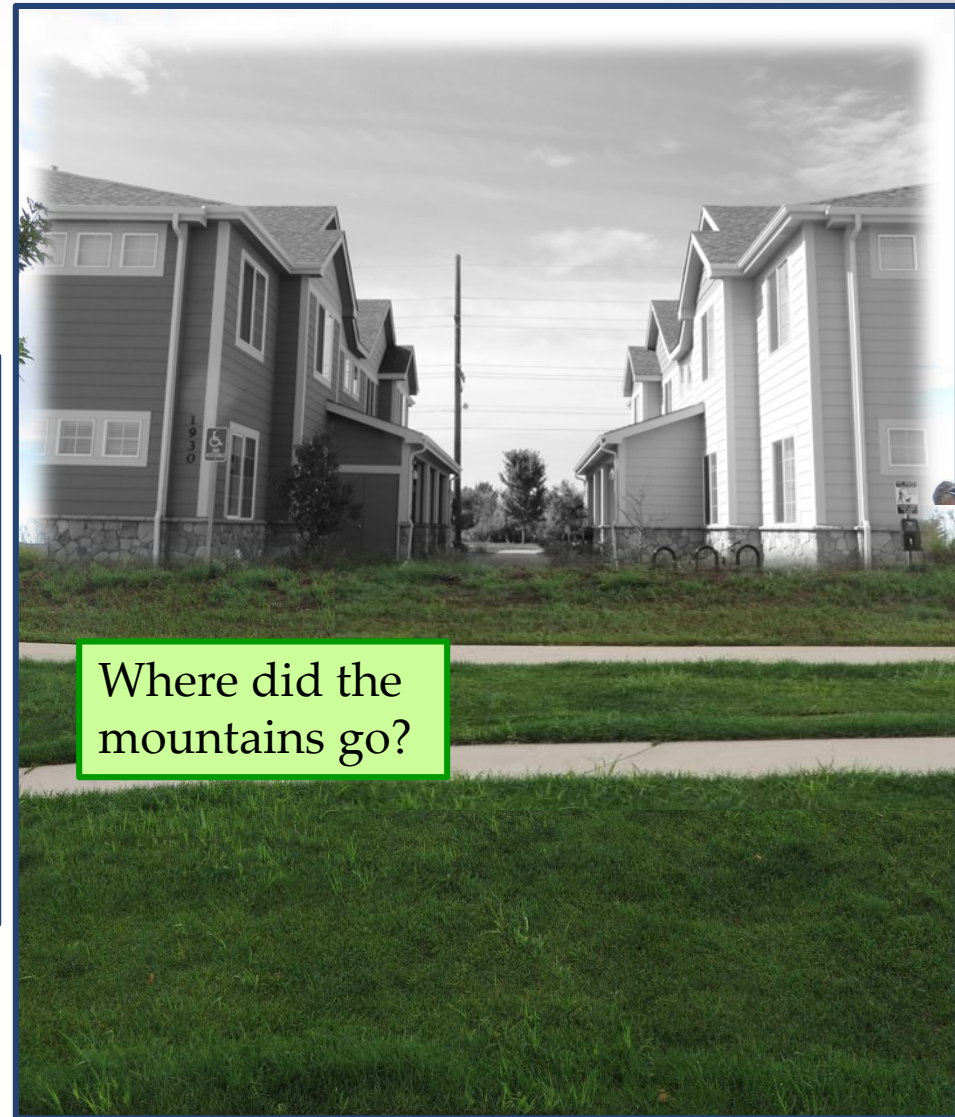
In contrast, the

- compressed, crowded density,
- minimum setbacks,
- and the absence of any significant
expanse of green space
are inconsistent and incompatible with
nearby developments.

Impact on the City Trail

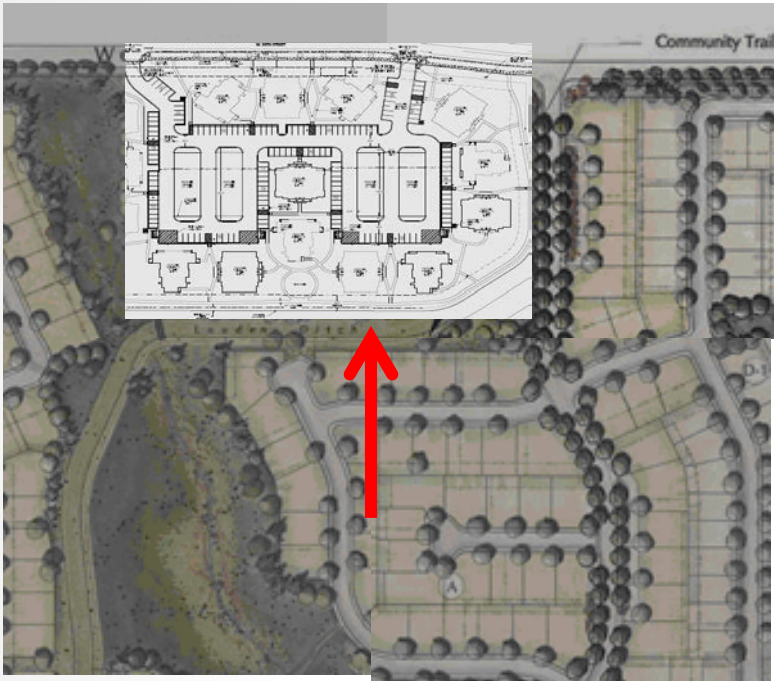


The higher elevation of
Outlot A **intensifies** the
building height.



Projected view of the 6-plex from
the city walking trail

Change in Elevation



Projected view of an 8-plex from a patio on Tennessee



“A Sense of Place”

Is the theme consistent as the GDP requires?



View of Outlot A from
the northeast corner



Journey 8-plex buildings



Presentation

Density and Integration Concerns

Chris White

Impact on Traffic

Pat McFall

Impact on Parking

Bill Reinert

Impact of Hard Surface Runoff

Chris Rogowski

Design and Configuration Concerns

Sue Schneider

Document Inconsistencies

Brad Sarff

Concluding Remarks

Chris White

Detrimental Impact on Traffic

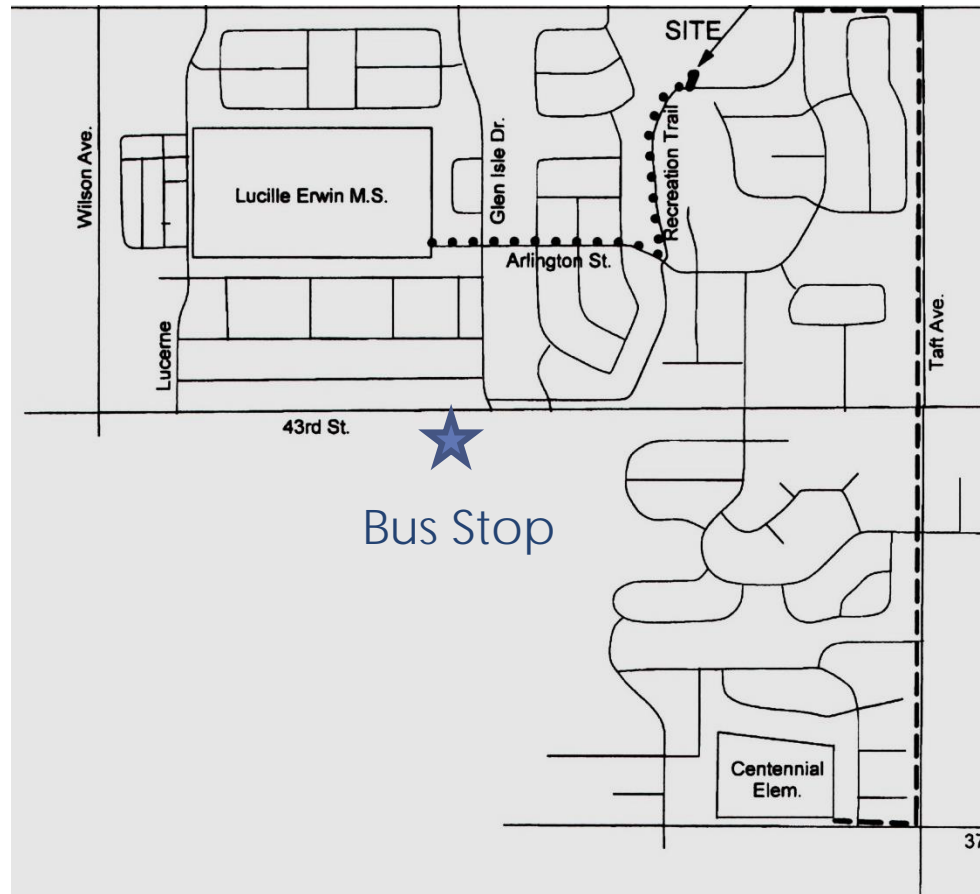


A Frequent Problem:
Left-turn backed up at 50th and Taft

Journey's Traffic Study: Erroneous Assumptions

The Traffic Study suggested that 120 units would generate only

1. 61 peak hour morning trips
2. 74 peak hour afternoon trips
3. and 798 trips per day

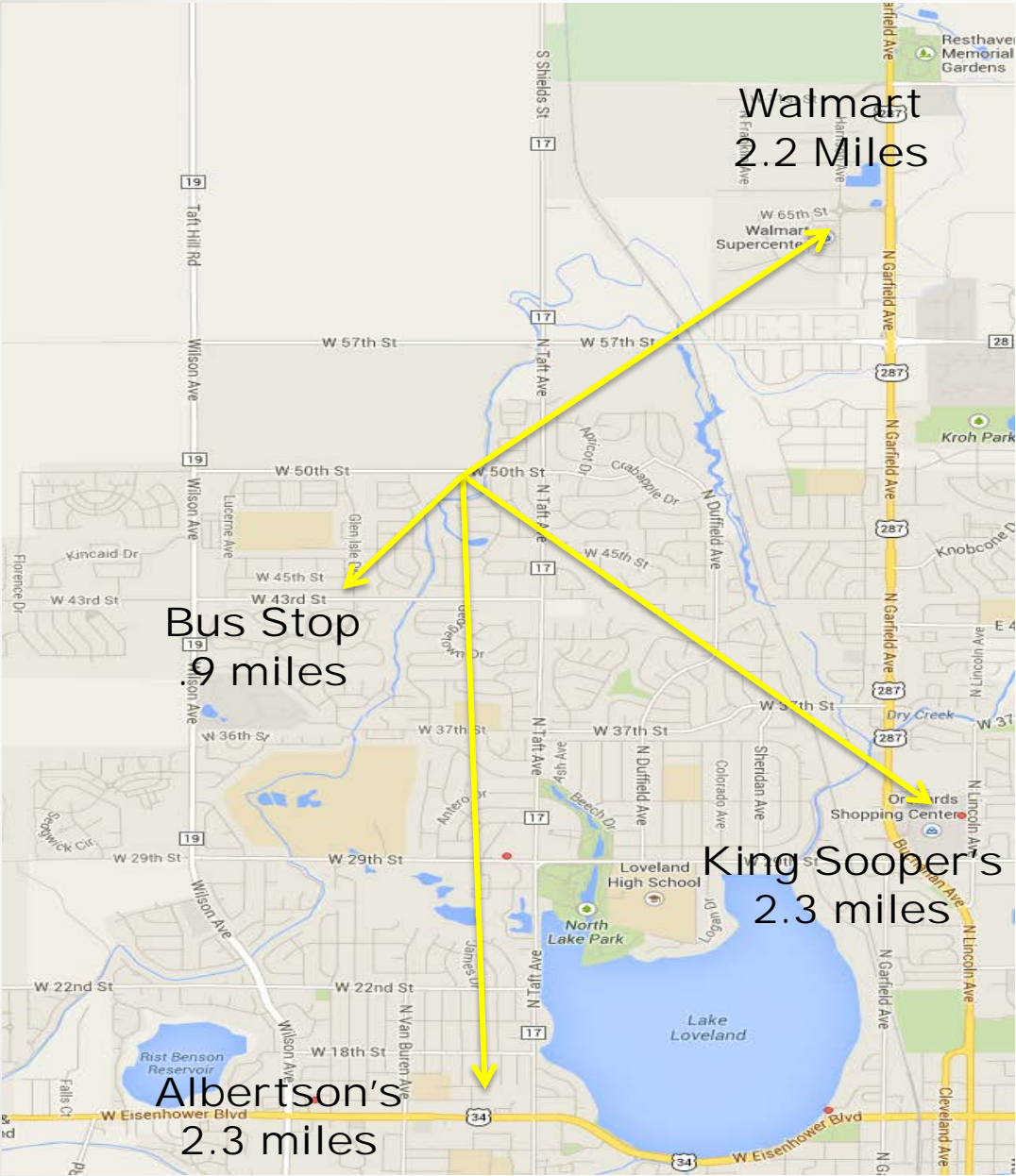


The Traffic Study also suggested that elementary students going to Centennial walk or ride their bikes along Taft Avenue. **Not Safe!**

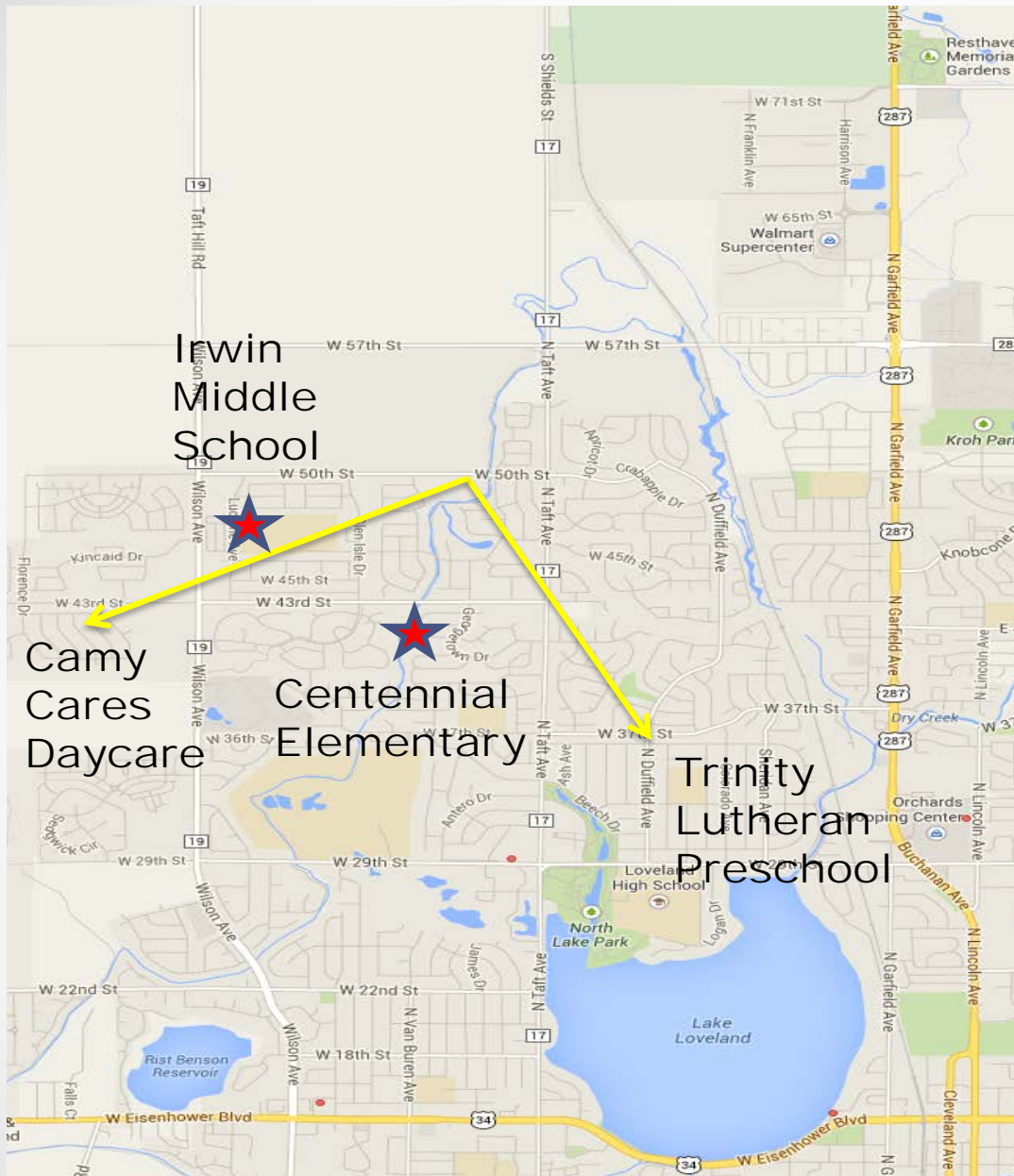
Proximity of Necessary Services and Amenities

- Grocery Stores
- Pharmacies
- Public Transportation

... not within walking distance of a PUD high density apartment complex!



Proximity of Schools and Day Care Facilities



- Only two daycare facilities north of Eisenhower and east of Taft
- Centennial Elementary and Irwin Middle School

Traffic Congestion on 50th

Traffic on 50th is already problematic and will only get worse with the additional vehicles.



A single light sequence of eastbound cars on 50th and Taft.



57th

No right or left turn lane at 57th and Taft;
traffic backs up on narrow two-lane road.

Wilson

50th

50th: designated a *collector* but in reality,
arterial!

A light and two school zones slows traffic
considerably on 43rd.

43rd

50th
The Preferred
East-bound
Route

Compounded by School Bus Traffic from Irwin

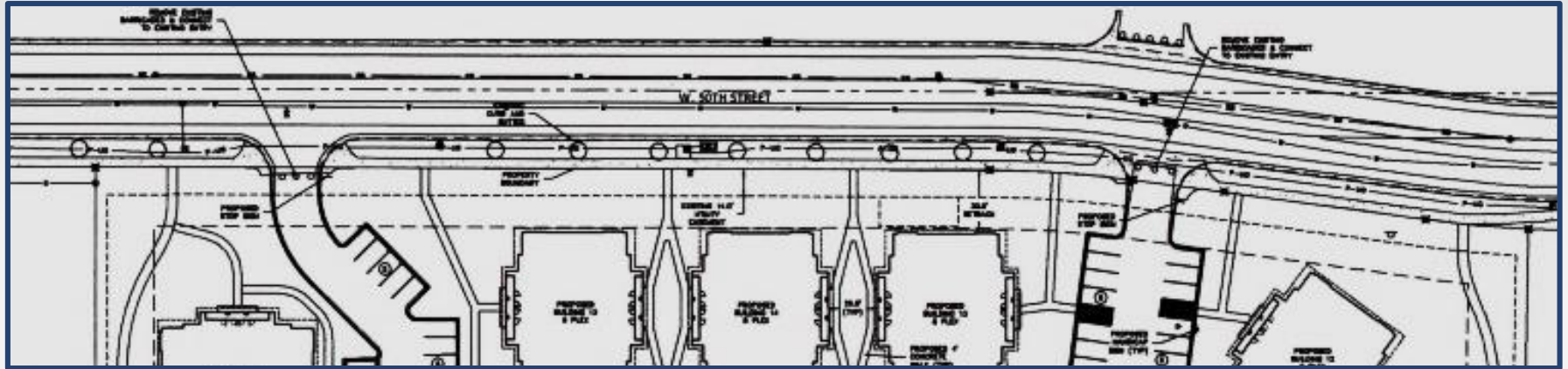
No light at Wilson and 50th

... so buses from Irwin go east on 50th, then south on Taft.



School buses on 50th approaching intersection at Taft

Entrance into the Complex



- No recessed right turn lane will back up east-bound traffic
- Insufficient building setback to allow expansion for: **2 bike lanes, left turn lane, right turn lane, east and west-bound through lanes, sidewalk, trees, and concrete island.**

Future Development



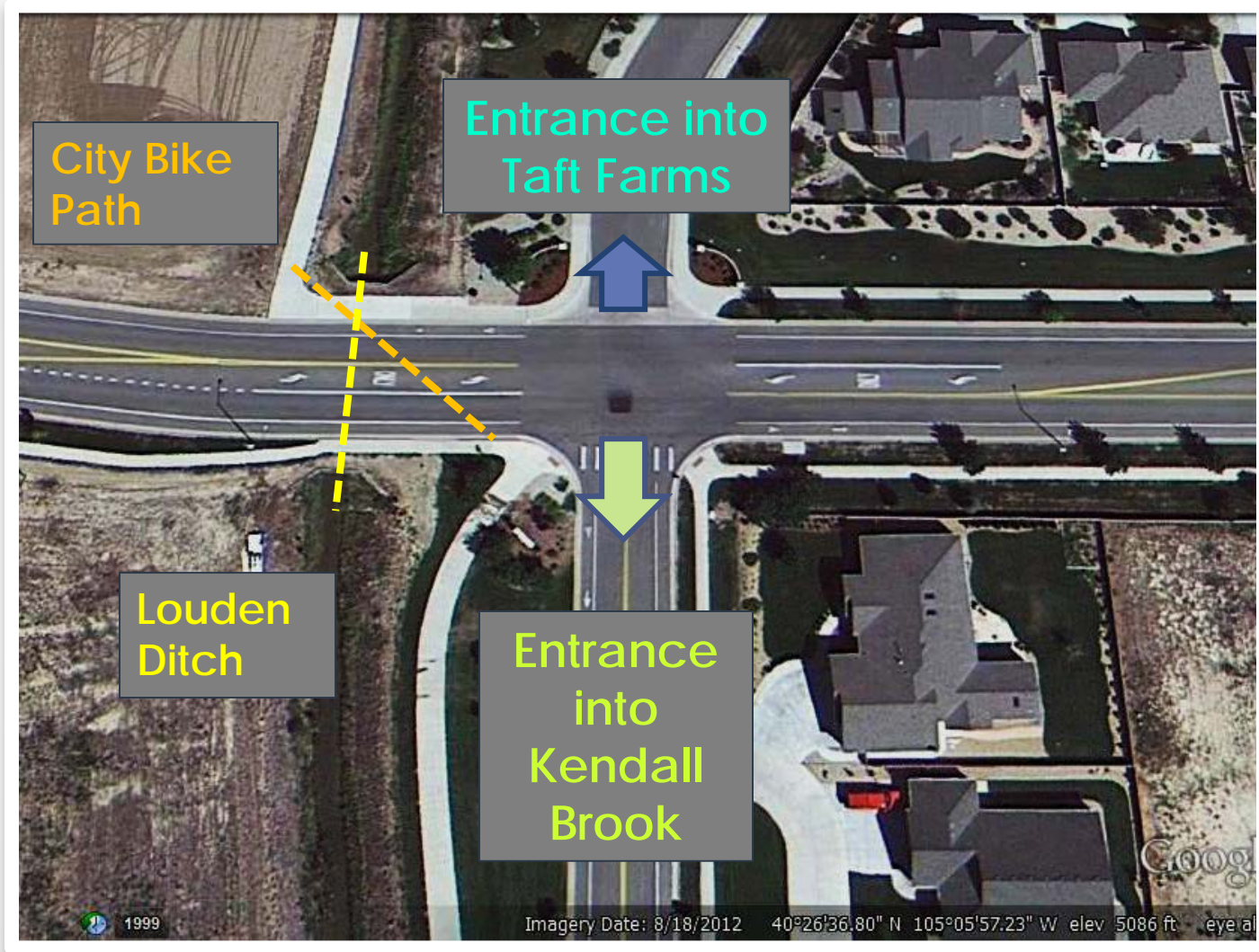


Two Primary Traffic Concerns

*“To lessen the burden of traffic
on streets and highways”*

City Code 18.41.020

Georgetown and 50th



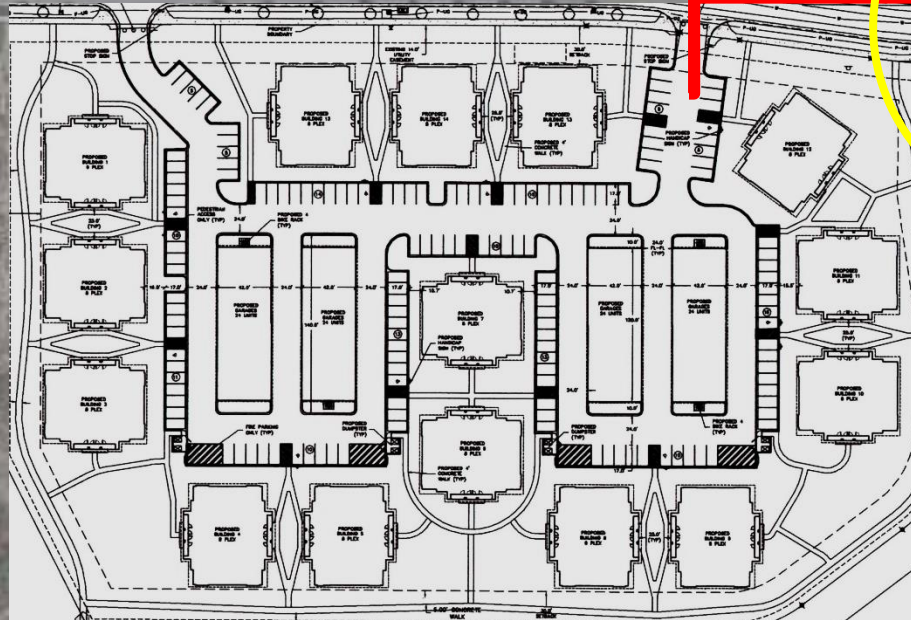
... Already alot happening in one *dangerous* intersection

The Challenge of Turning from Kendall Brook onto 50th

Turning right from Kendal Brook onto eastbound 50th is challenging; turning left is worse with safety issues of pedestrians and bicyclists crossing 50th on city path at intersection.

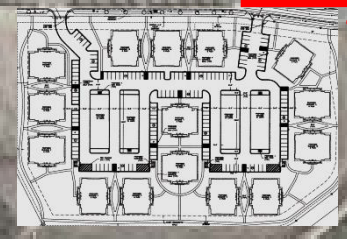


There is no light at Wilson and 50th, so turning left from 50th to go south on Wilson is often difficult.



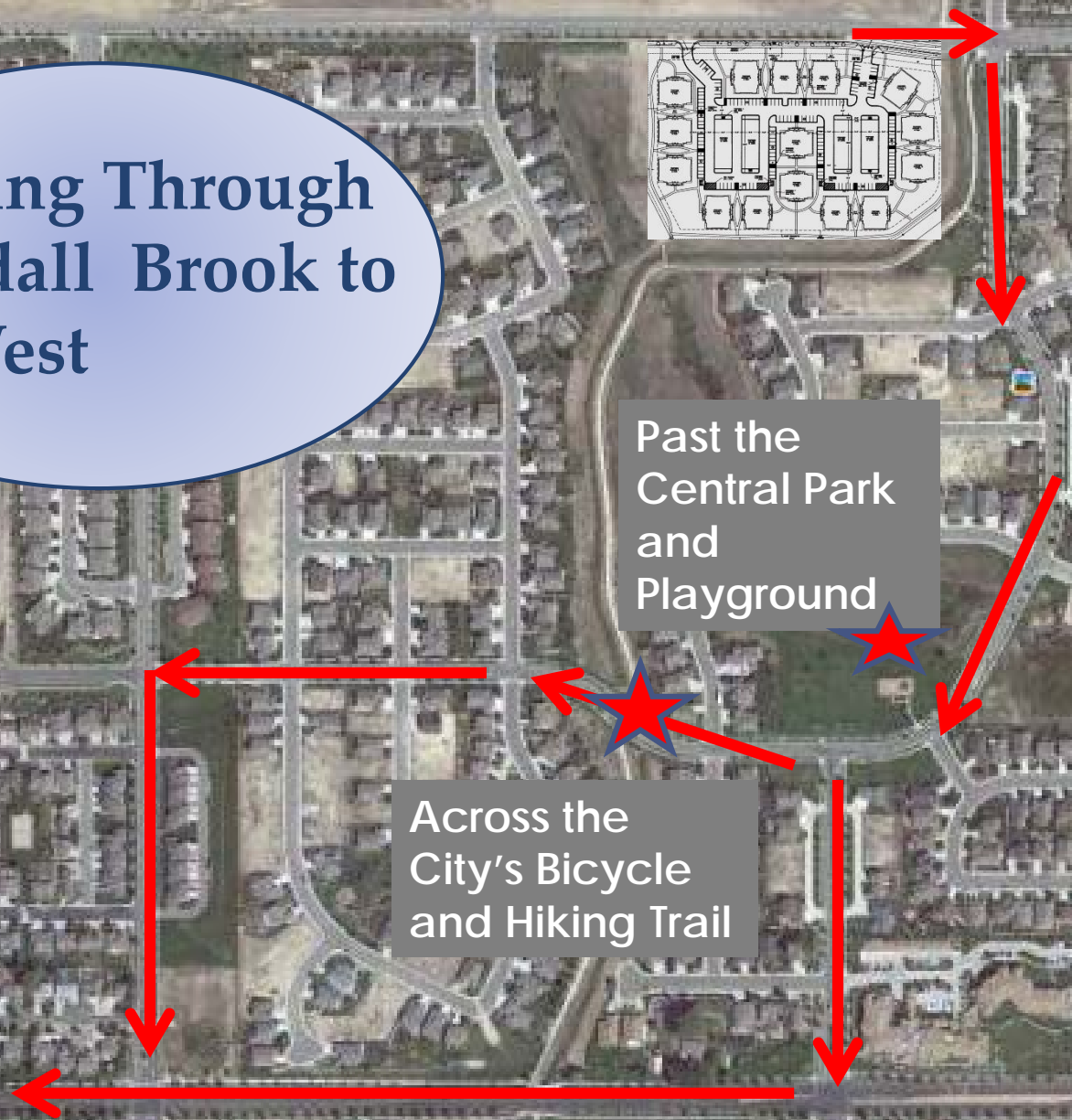
Turning left to go west on 50th will be almost impossible in the rush hours; rather, vehicles exiting the apartments will cut through Kendall Brook for a shortcut to 43rd and then proceed west.

Cutting Through Kendall Brook to go West



Past the Central Park and Playground

Across the City's Bicycle and Hiking Trail





Presentation

Density and Integration Concerns

Chris White

Impact on Traffic

Pat McFall

Impact on Parking

Bill Reinert

Impact of Hard

Surface Runoff

Chris Rogowski

Design and Configuration Concerns

Sue Schneider

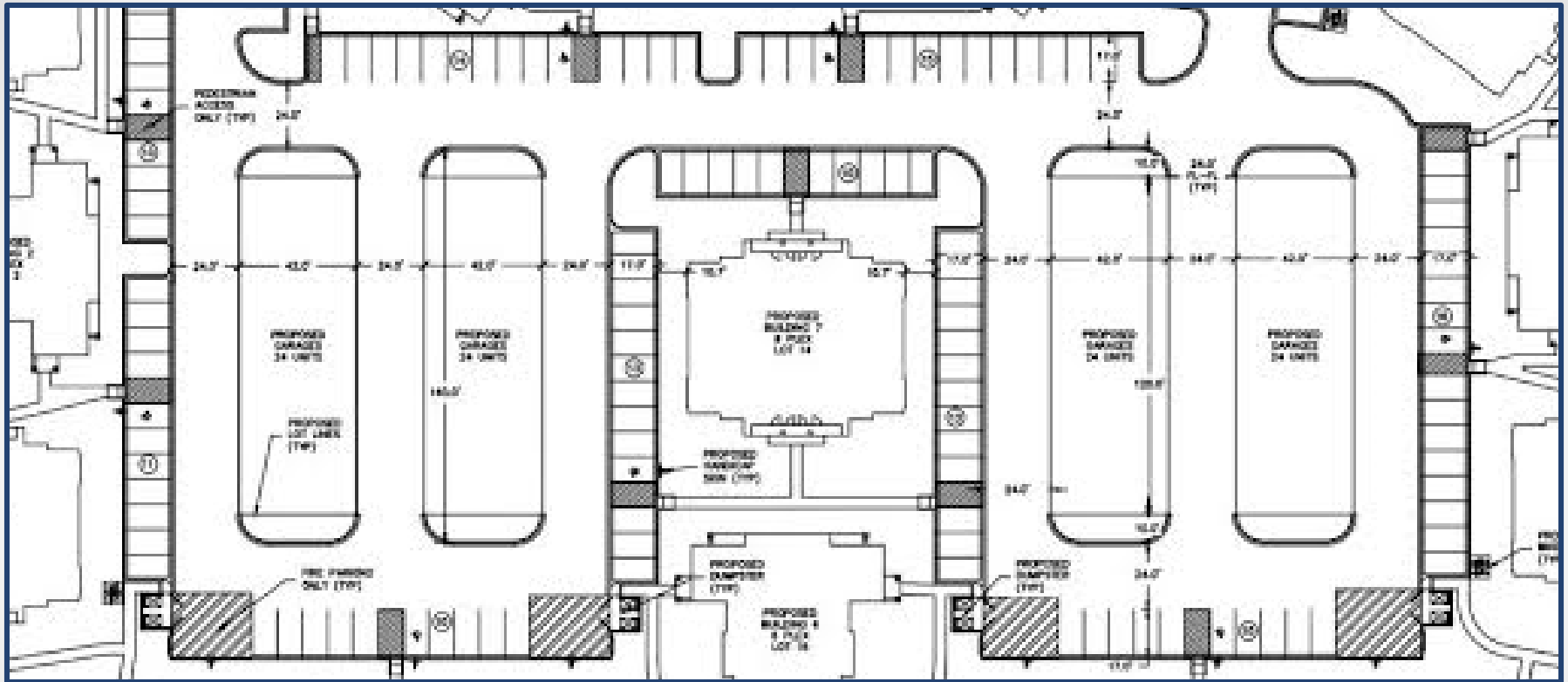
Document Inconsistencies

Brad Sarff

Concluding Remarks

Chris White

Detrimental Impact on Parking



Each parking garage is (nominally) **10 feet wide and 20 feet deep.**

Parking spaces are **9 feet wide and 17 feet deep.**

Drive Lanes are nominally only **24 feet wide.**

Too Long or Too Wide to use the Small Garages: Most Minivans, Full-Sized SUV 's, and Pickups



Some may barely fit lengthwise, but may be too wide to make the turn into the garage or to allow the doors to open once inside.

Garage Restrictions

The garage is so narrow, parents will have to **back out of the garage into the drive lane** to put a child in a car seat.

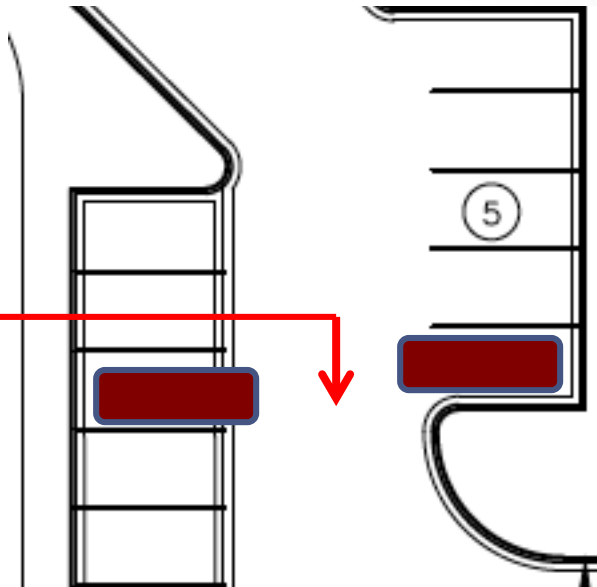


18.5 inches limits the real door opening to less than 12 inches.

PARKING SPACES DO NOT MEET CITY CODE

CITY CODE: 9' BY 19'; PDP: 9' BY 17'

The adjustment of parking spaces to the correct 19' depth reduces the effective width of the access road to less than the **REQUIRED 20' MINIMUM!**



SITE PLAN NOTES

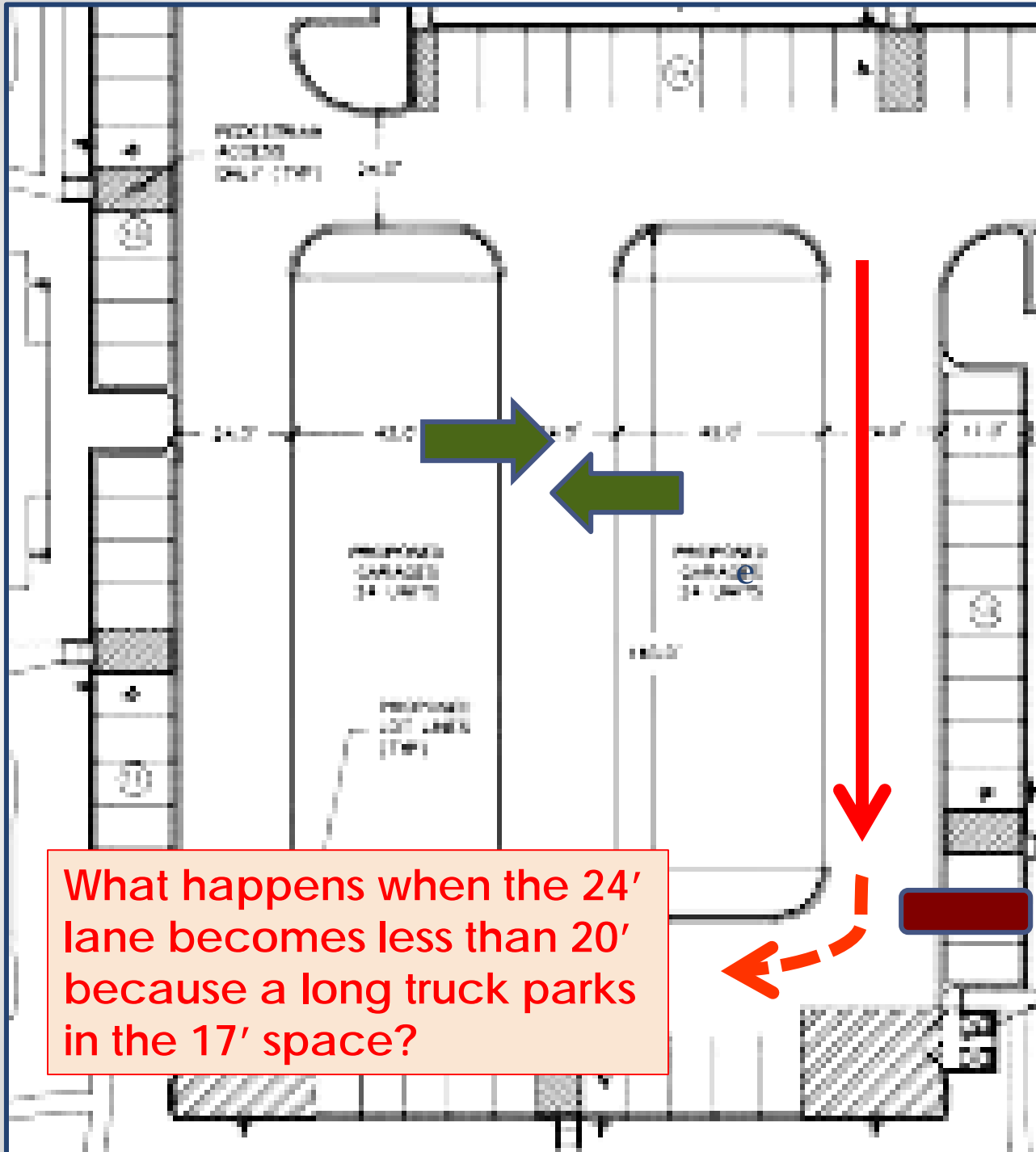
1. ALL SIDEWALKS ON-SITE ARE 4.0' WIDE CONCRETE UNLESS NOTED OTHERWISE.
2. ALL PARKING STALLS ARE 9'x17' UNLESS NOTED OTHERWISE.

24' Lanes

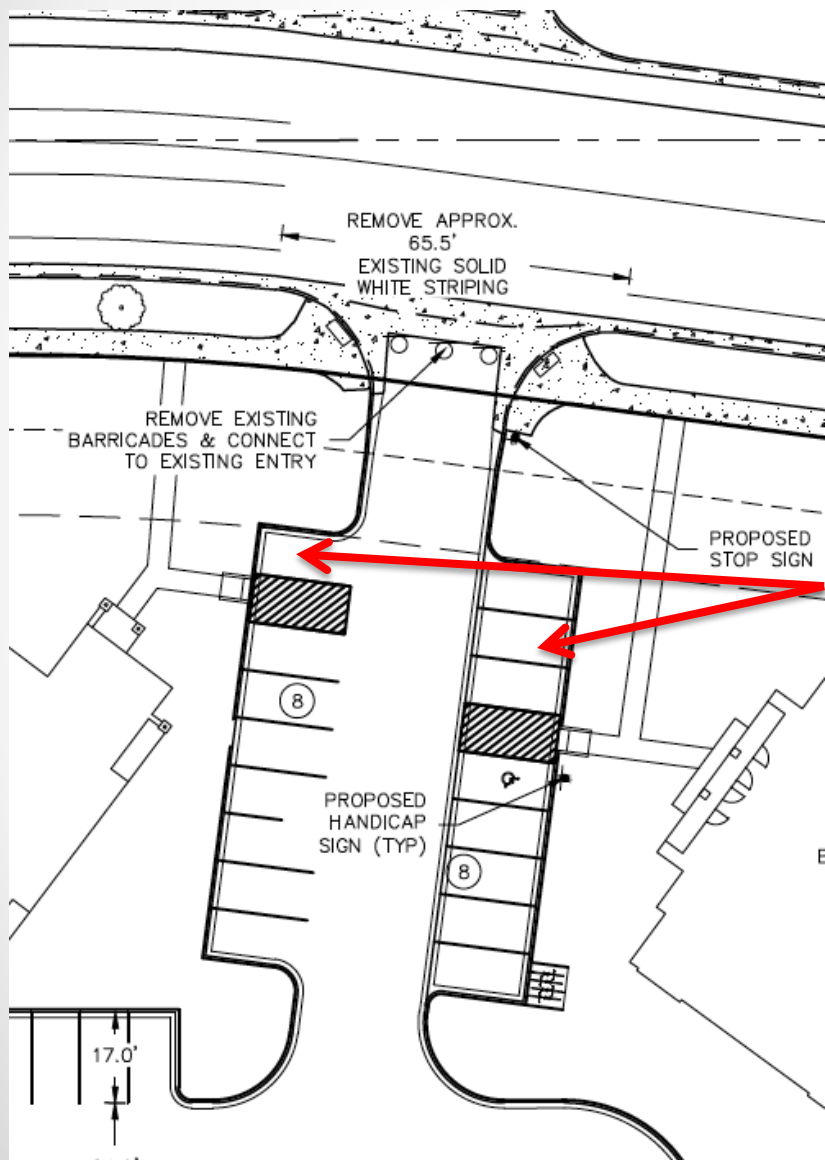
What happens when two garage occupants leave for work at the same time?

What happens when a fire department ladder truck tries to make a corner with a long truck in a parking space?

What happens when the 24' lane becomes less than 20' because a long truck parks in the 17' space?



Are these standards being met?



3.04.03 GENERAL PARKING PERFORMANCE STANDARDS A.

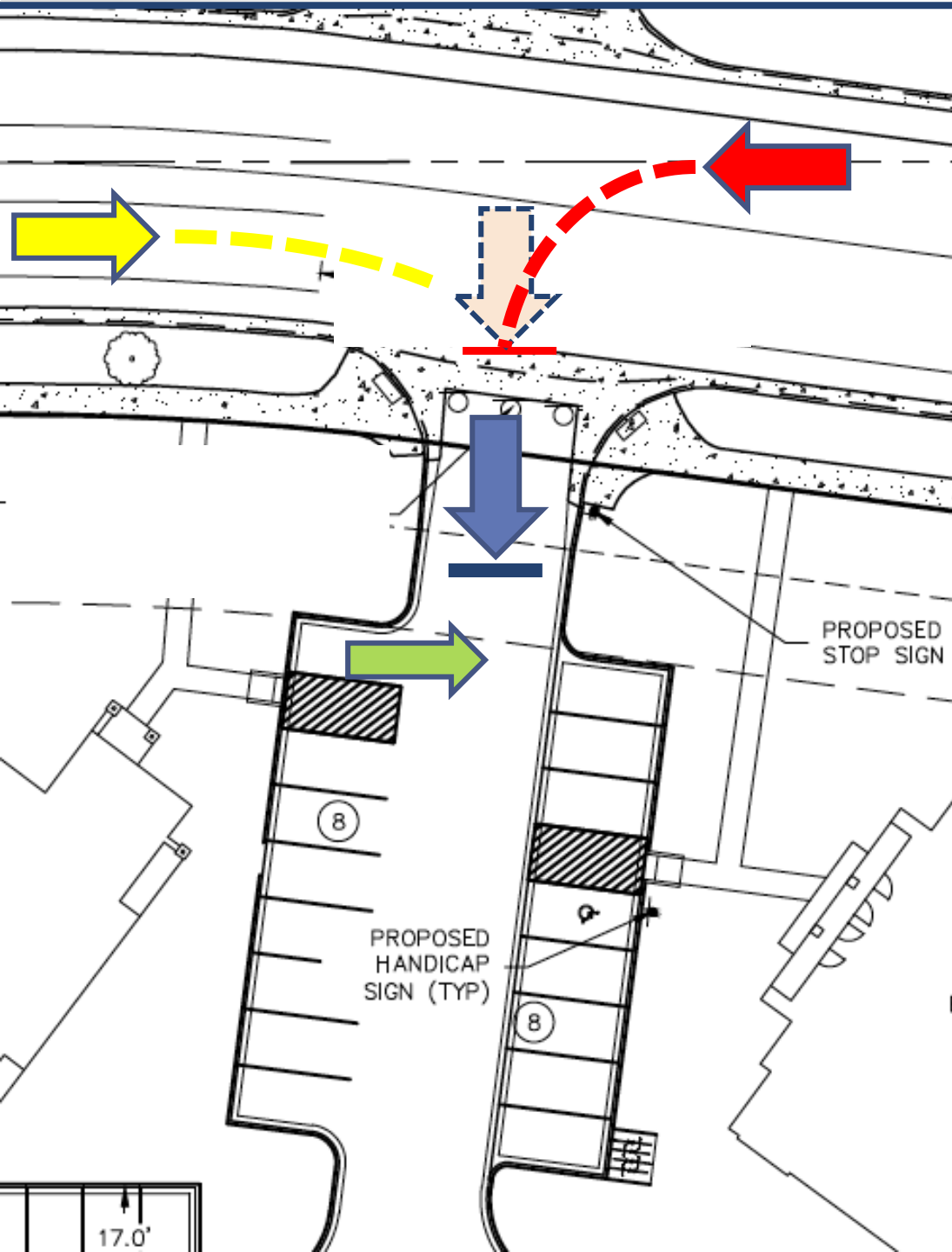
1. Parking shall be designed so that backing and turning movements associated with parking layout **will not obstruct or conflict with traffic, either on - or off-site;**

3.04.01 CIRCULATION PERFORMANCE STANDARDS A.

and B.2. The street, access and parking system shall provide for the **smooth, safe, convenient and functional movement** of vehicles and pedestrians both on - and off-site. Circulation shall minimize the number of vehicular turning movements **and points of vehicular conflict, particularly at access points;**

Why is the Code important?: An Accident Waiting to Happen!

1. Two cars attempt a left turn off 50th into the development.
2. Car 1 (blue) turns, but must stop suddenly as Car 2 (green) backs out).
3. Car 3 (red) stops in the on-coming lane to avoid running into Car 1 (blue).
4. Car four (yellow) hits Car 3 (red).





No Parking on 50th

No Parking on
Georgetown



Imagery Date: 8/18/2012 40°26'33.56" N 105°06'04.92" W elev 5089 ft eye alt 6780 ft

Google earth

Potential Overflow Parking



Presentation

Density and Integration Concerns

Chris White

Impact on Traffic

Pat McFall

Impact on Parking

Bill Reinert

Impact of Hard Surface Runoff

Chris Rogowski

Design and Configuration Concerns

Sue Schneider

Document Inconsistencies

Brad Sarff

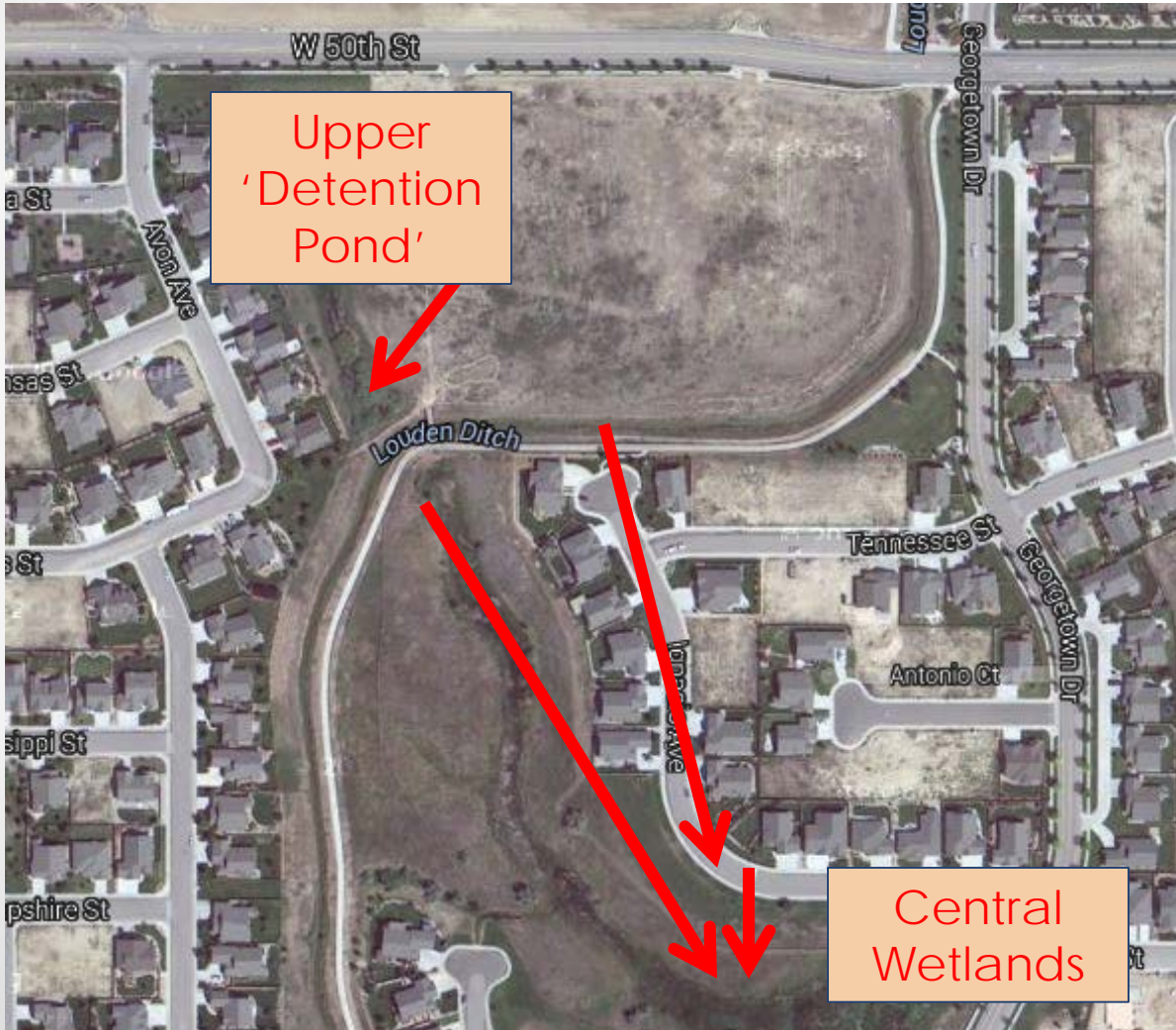
Concluding Remarks

Chris White

Flooding, Drainage and Stormwater Runoff in Kendall Brook



Impact of Hard Surface Runoff



- 3-4 inches of rain in 4 hours
- three times since 2013

Flooding of Kendall Brook's Central Park



City engineers approving the PDP may not have realized the parks were already flooding with heavy rains.

Note the high water mark

Flooding of the Wetland Habitats

May 23rd 2014



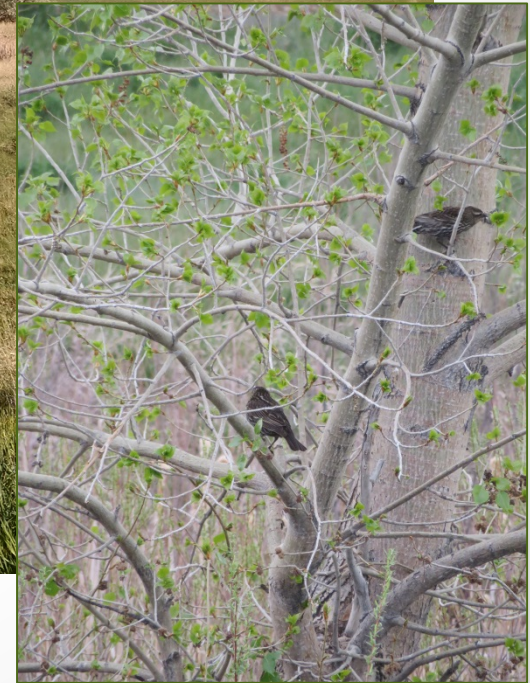
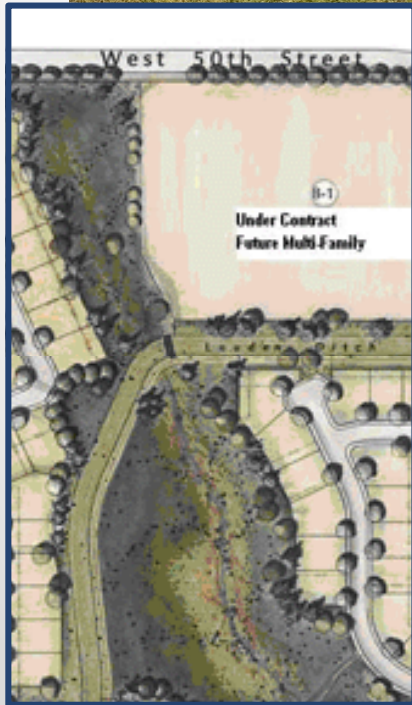
Increased Flood Potential



- Storm water containment is marginal at best!
- The additional acres of hard surface runoff, the risk for more serious flooding is much greater.



Upper Dry Creek: Natural Habitat or 'Purposed Detention Pond'?





“Hank,”
the Hawk,
an upper
pond
resident

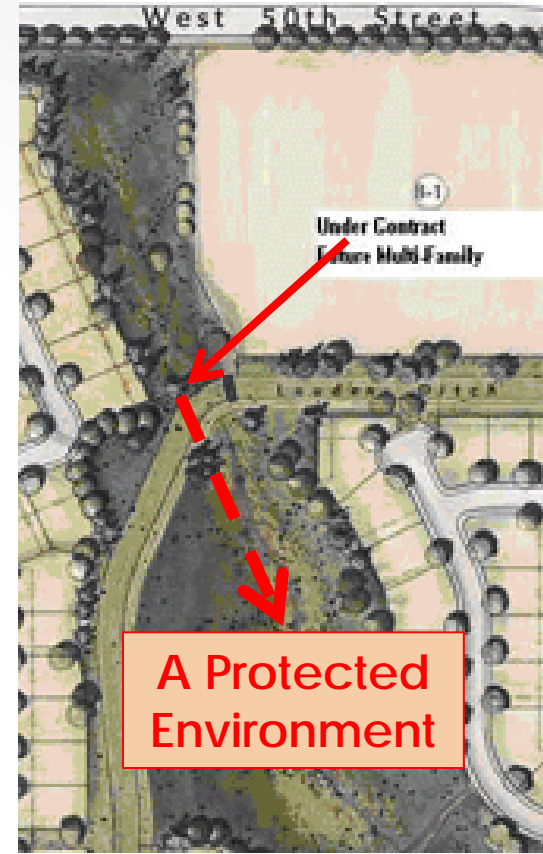


“Habitats tend to go where they go.”
Troy Bliss, City Planner



Potential for Contamination and Flooding of the Habitats

Box culvert draining at south end of Dry Creek



Central wetlands after the May 23rd flood



The Central Wetlands





Presentation

Density and Integration Concerns

Chris White

Impact on Traffic

Pat McFall

Impact on Parking

Bill Reinert

Impact of Hard Surface Runoff

Chris Rogowski

Design and Configuration Concerns

Sue Schneider

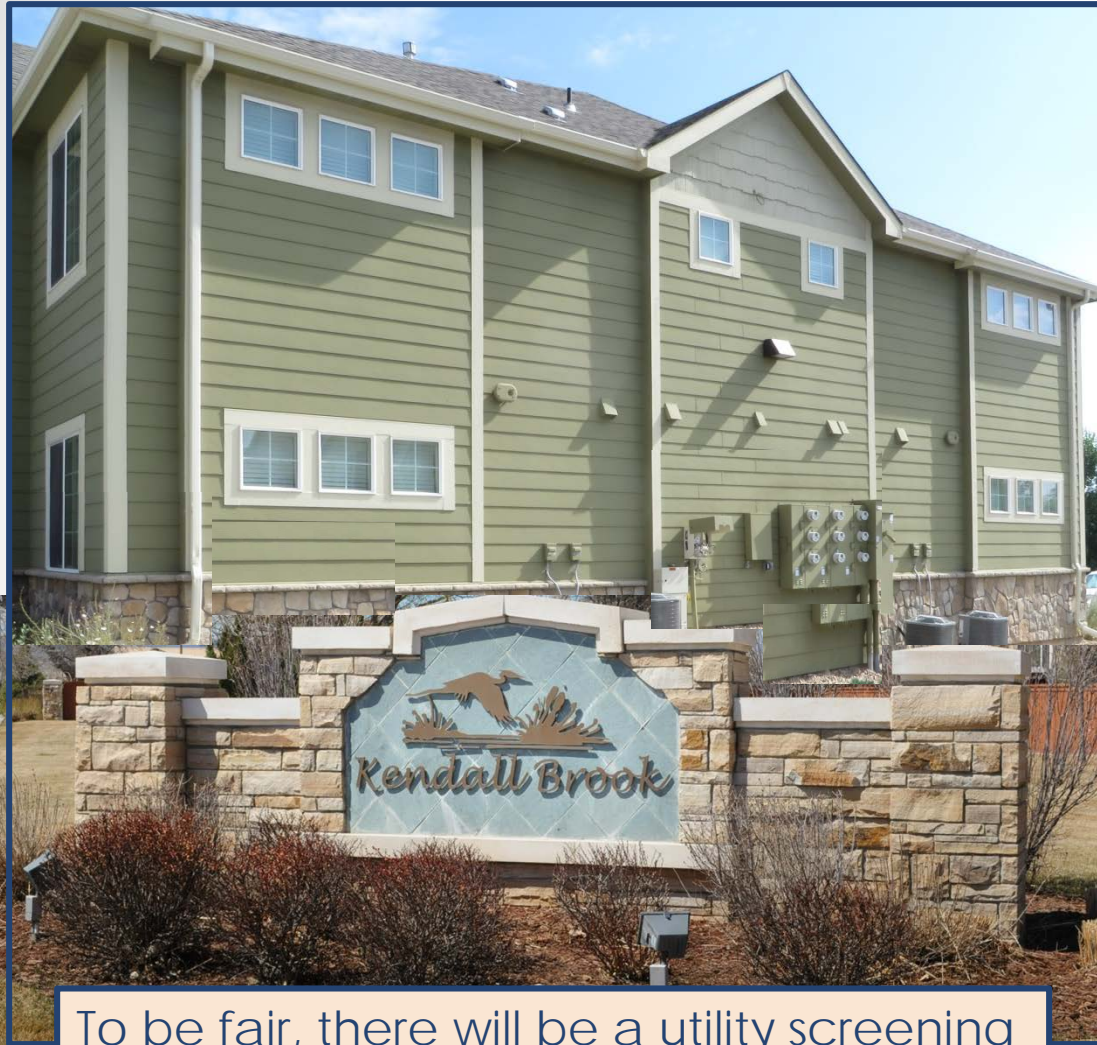
Document Inconsistencies

Brad Sarff

Concluding Remarks

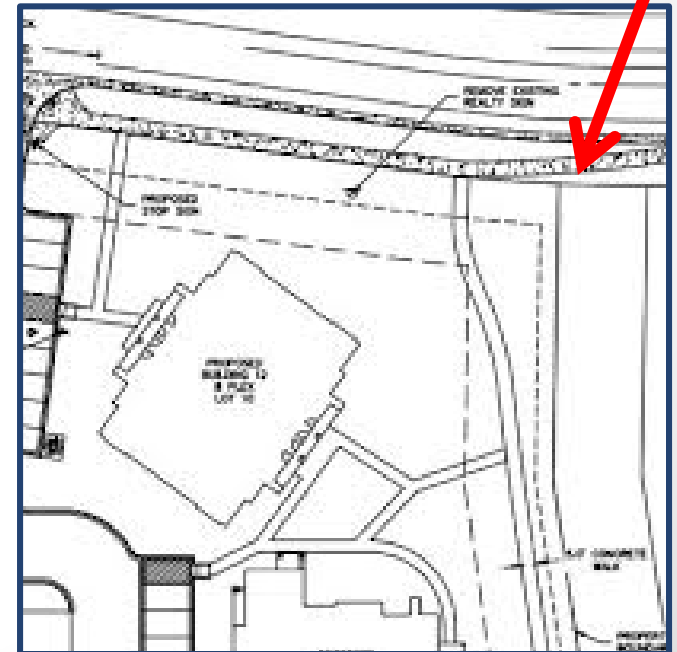
Chris White

First Impressions of Kendall Brook

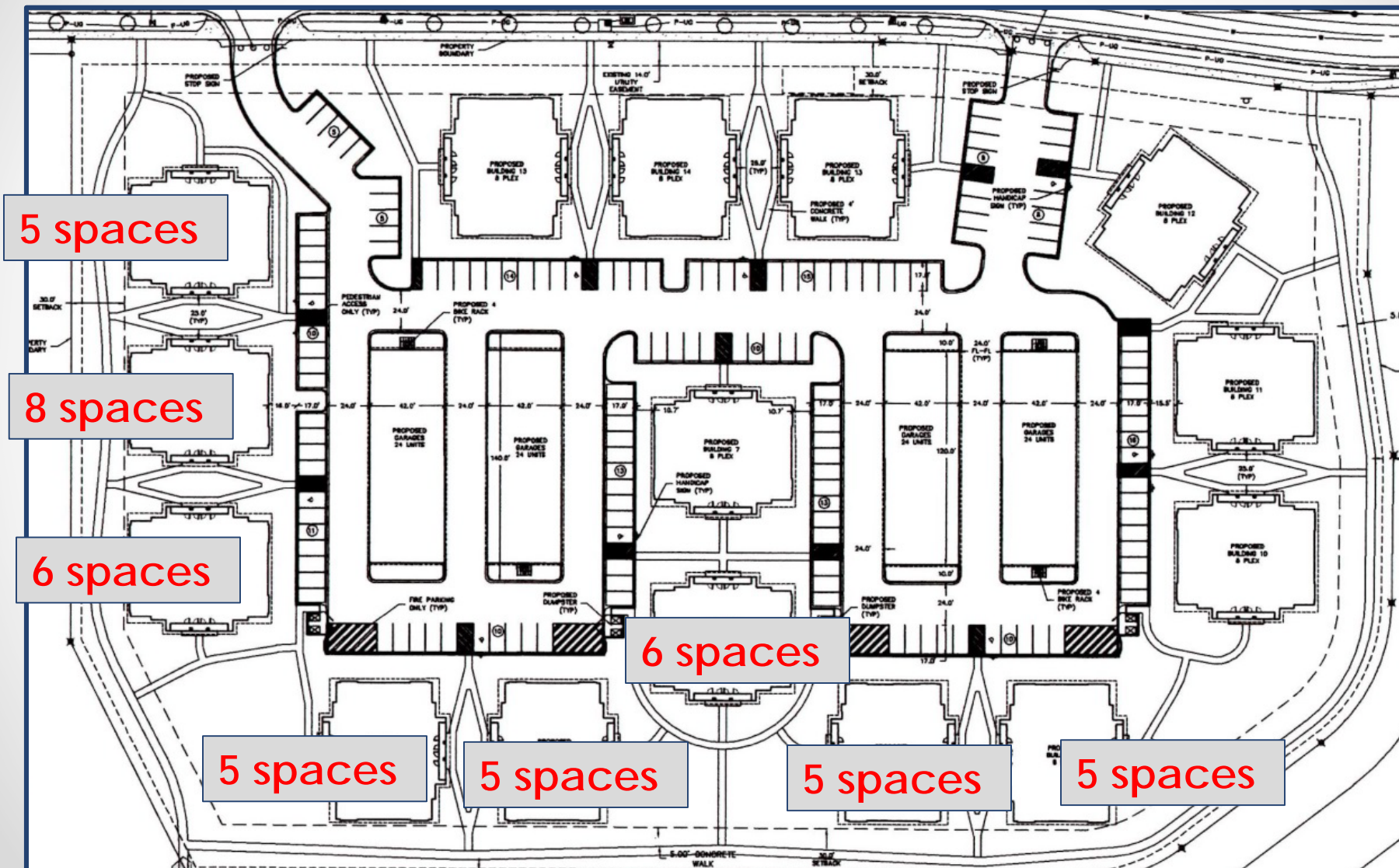


To be fair, there will be a utility screening wall. But will it make a difference?

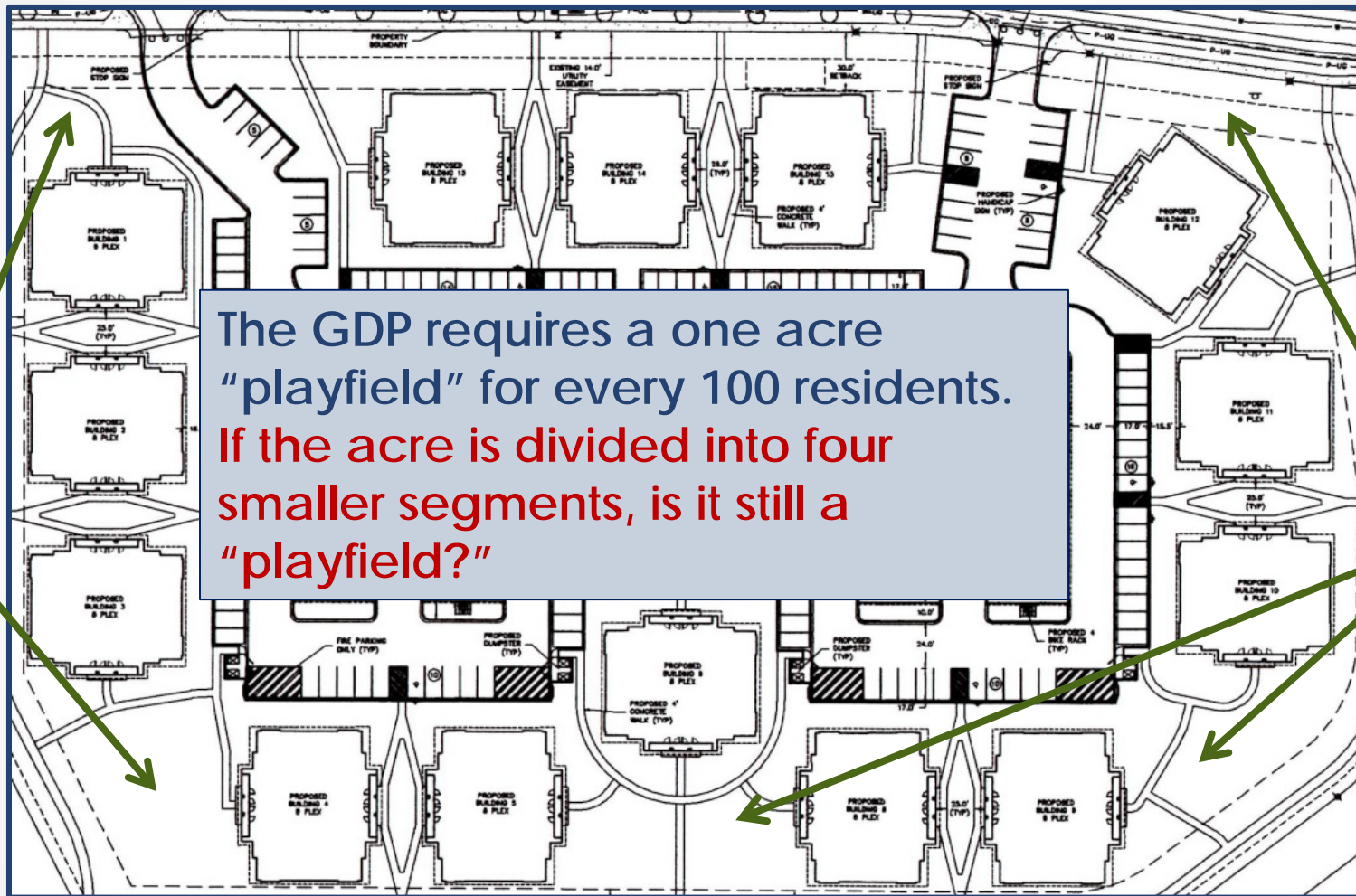
Projected view
of the north
entrance



Parking spaces not convenient



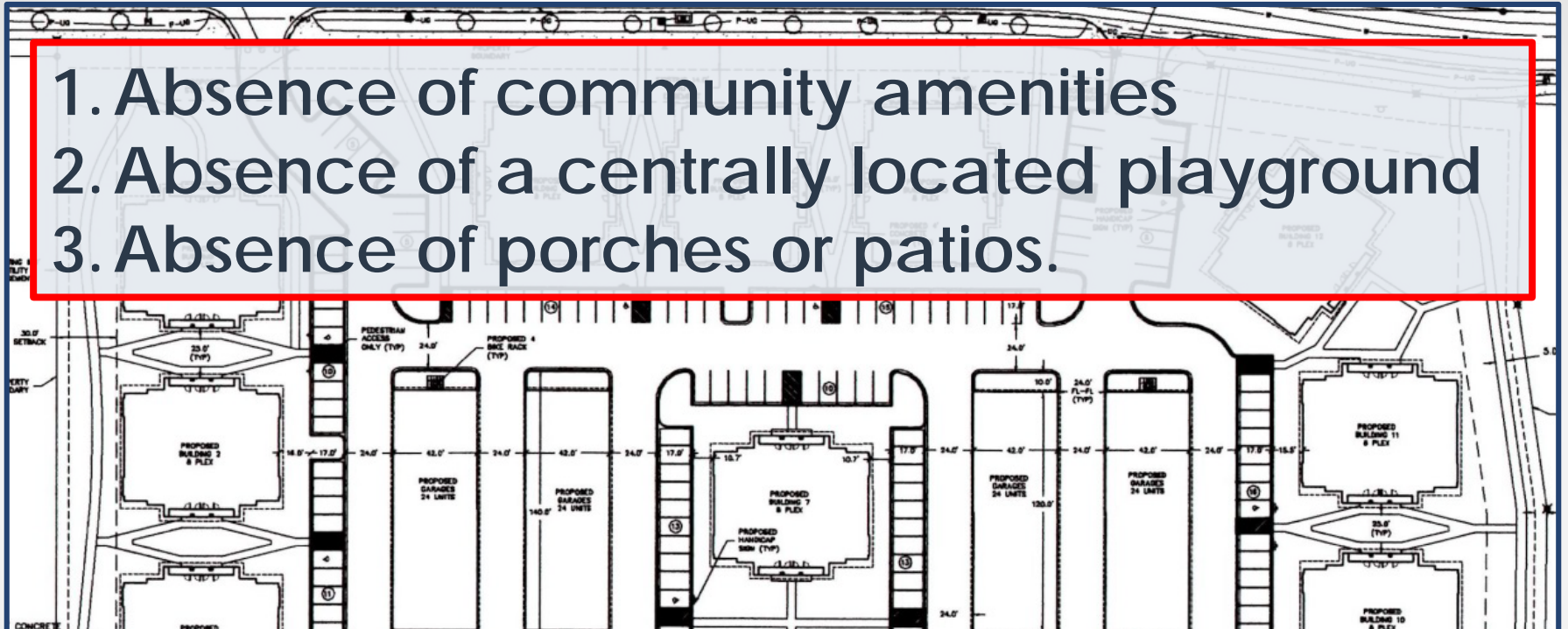
Proposal's 'Green Spaces'



The GDP does not allow the developer to include the setbacks in the computation of green space.

Other Concerns

1. Absence of community amenities
2. Absence of a centrally located playground
3. Absence of porches or patios.





Presentation

Density and Integration Concerns

Chris White

Impact on Traffic

Pat McFall

Impact on Parking

Bill Reinert

Impact of Hard Surface Runoff

Chris Rogowski

Design and Configuration Concerns

Sue Schneider

Document Inconsistencies

Brad Sarff

Concluding Remarks

Chris White

Battle of the Acronyms:

Inconsistencies and Contradictions of the Governing Documents

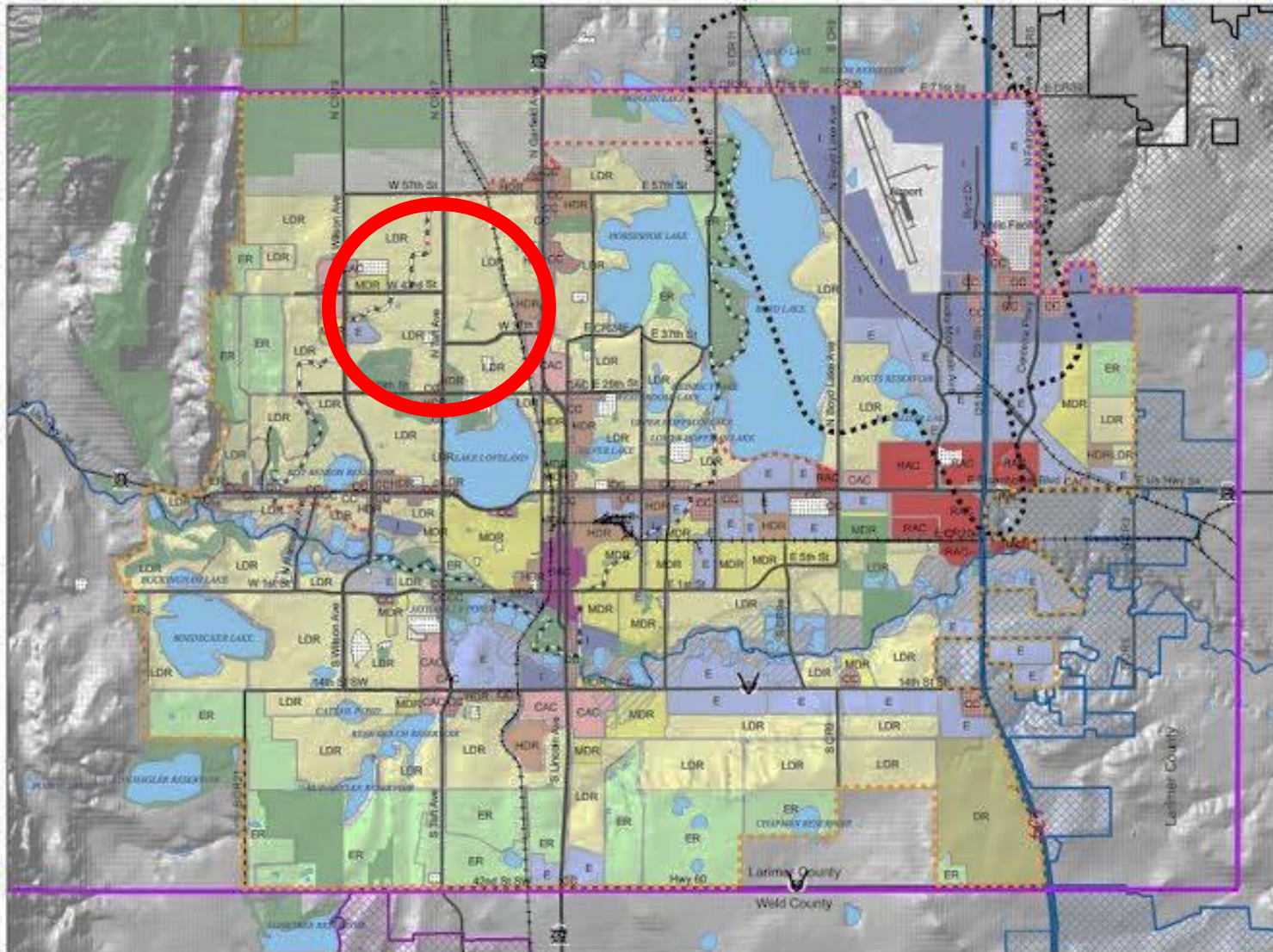


Contradicting Governing Documents



- GDP (adopted earlier) prescribes multi-family residential
- Land Use Plan prescribes LDR (Low Density Residential)

City Land Use Plan of 2005



Land Use Categories

Residential Mixed-Use

- ER - Single Residential
- LDR - Low Density Residential
- MDR - Medium Density Residential
- HDR - High Density Residential

Activity Center Mixed-Use

- RAC - Regional Activity Center
- CAC - Downtown Activity Center
- CAC - Community Activity Center
- CC - Central Commercial
- E - Employment

Other Categories

- I - Industrial
- 100-Year Floodplain (P100)
- 100-Year Floodway (P100) (see note 3)
- Public Schools, Hospitals, Public Facilities
- DR - Development Reserve
- Parks, Open Lands, Conservation Easements, Golf Courses and Corridors
- Fort Collins/Loveland Corridor Area Land Use generally north of 57th Street is guided by the document, "Plan for the Region Between Fort Collins and Loveland"

City Limits

- Whitaker City Limits
- Johnston City Limits
- Bethwood City Limits
- Fort Collins City Limits
- Lafayette and Poudre
- GMA - Growth Management Area
- CA - Community Influence Area (For intensity boundary of the CA - refer to the Planning Boundaries Map)
- Major Streets
- Big Thompson River
- Fort Collins/Loveland Airport Influence Area (see note 2)

(1) This map is intended to serve as a guide for future land use patterns within Loveland's GMA and is advisory in nature. Land use patterns required on the map are generalist, recognizing that development proposals may contain a mixture of land uses and density levels which achieve the intent of the Comprehensive Master Plan. All development is subject to City standards for protection of environmentally sensitive areas, and other performance guidelines.

(2) For details regarding appropriate land uses within the Airport Influence Area refer to section 6.6, "Airport and Surrounding Areas" of the Comprehensive Master Plan.

(3) The 100-year Floodway is displayed only within City Limits, extending further into Larimer County.



**CITY OF LOVELAND
FUTURE LAND USE PLAN**



Flat, One-dimensional Appearance



“... a row of barracks buildings”
Planning Commissioner

To provide visual interest and avoid unattractive views from adjoining streets, visible rear and side elevations shall be detailed with a combination of one or more of the following architectural elements . . .

Buildings with Dimensional Interest



Sugar Valley



Journey's
8-plex in
Greeley?



Presentation

Density and Integration Concerns

Chris White

Impact on Traffic

Pat McFall

Impact on Parking

Bill Reinert

Impact of Hard Surface Runoff

Chris Rogowski

Design and Configuration Concerns

Sue Schneider

Document Inconsistencies

Brad Sarff

Concluding Remarks

Chris White

Accordingly, we the citizens of northwest Loveland ask the City Council to uphold the denial of the city's Planning Commissioners. The proposal . . .

- Is not complementary and in harmony with the existing communities;
- Will have a detrimental impact on the existing communities;
- Has significant design and configuration problems;
- Does not adhere to the requirements of the General Development Plan which is in fact inconsistent with the city's Master Plan

*Just
because
you can
does not
mean
you
should.*

Comment by Planning Commissioner

The Planning Commission got it right!

- Recognized their custodial responsibilities to the city and citizens of Loveland
- Responsive to the citizens' concerns

Loveland 2005 Mission Statement:

*“Loveland is a
community that
encourages
active public
involvement . . .”*

Thank you for your consideration!

