

Waters' Edge Neighborhood Meeting Notes
September 16, 2015
Fort Collins Streets Department Main Building

In attendance from the City: Sarah Burnett, Neighborhood Development Review Liaison; Jason Holland, City Planner; Lindsay Ex, Environmental Services Program Manager; Martina Wilkinson, Traffic Systems Engineer; Rebecca Everette, Interim Senior Environmental Planner; Tom Leeson, Interim CDNS Director

The meeting began with Jason Holland providing an explanation of the development review process, next steps in the review, and an overview of the neighborhood meeting agenda and ground rules. Jason also provided an overview of City Plan goals related to the City Growth Management Area and City housing policies.

Bill Swalling, the developer for Waters' Edge, provided a presentation of the development's components and goals. A handout was also provided by the developer which outlined the details of the proposal.

Q: (The applicant had indicated in his presentation that a metropolitan district's amenities must be open to all, for a fee.) I'm on the board of a metropolitan district – it can decide who can use it. The district could close the amenities to others, even if they are willing to pay a fee.

A: (Applicant) I believe that the metropolitan district must include others (for a fee).

Q: Though the development is targeted for ages 55 plus, could anyone of any age purchase homes there?

A: (Applicant) Yes

Q: How was Maple Hill built without apartments and without a grocery store?

A: (City) Developers can meet the requirements for "variety of housing types" in various ways – single family detached, single family attached, alley-loaded garages, apartments, etc. Maple Hill met the requirements for housing types without including apartments. There is a requirement for a "community center" where the Maple Hill development met the letter but perhaps not the spirit of the regulations.

Q: Does the City government give kickbacks/reimbursement to developers for providing amenities in new developments?

A: (City) No

Q: I'm concerned about traffic on Hearthfire. And also, does it make sense to build a large development targeted to older people with no public transportation in the area existing or planned for many years?

A: (City) The City will evaluate the transportation issues during the review process. Traffic operations staff is here to listen to concerns so that they can be taken into account during the review. The Douglas/State Highway 1 and Turnberry/Country Club intersections will be considered. This project will require a larger study area, extending to the Timberline/Vine and Lemay/Vine intersections. The developer will have to pay their proportional share of required improvements.

Within neighborhoods, the City has a neighborhood traffic mitigation program that is based on a consensus process. A neighborhood can contact Traffic Operations at 970-221-6630 to learn more about this.

Q: Can residents make a request that the property be rezoned?

A: (City) No, but I will follow up and add the meeting notes who can request a zoning. *(As a follow-up item, the Land Use Code states that an amendment to the Zoning Map may be proposed by the Council, the Planning and Zoning Board, the Director or the owners of the property to be rezoned.)*

Q: Selling Price? How to market to 55+? Need?

A: (Applicant) Smaller backyards appealing to older rather than younger residents. He cited projected increases in 55 and over residents in Fort Collins, with a projected 100% increase by 2030.

Q: Less expensive homes – what will the impact be on neighboring areas?

A: (Applicant) Larger homes in proposed development are placed near existing homes on estate size lots. With the green spaces provided, the homes in the new development will be expensive homes.

Q: Will residents have access to Richard's Lake?

A: (Applicant) Yes

Q: Will they have to join the Richard's Lake HOA?

A: (Applicant) They would have to contribute to use the lake.

Q: Can you explain about the 350 foot buffer?

A: (Applicant) The buffers were never 350 feet for this plan.

(City – The Land Use Code requires a buffer of 350 feet for new homes from existing or abandoned oil wells. (The plan that was approved in 2010, and has since expired, included the 150-foot buffers which met the buffer requirements at that time. In 2013, various changes were made to the Land Use Code requirements, including a minimum 350-foot buffer rather than the previous 150-foot buffer requirement. Staff will not support the modification request to reduce the buffer yard from 350' to 150'. While the modification specifically speaks to noise and visual effects, there are also health (largely potential air quality impacts) and safety related issues (during drilling and completion, there are concerns with equipment toppling, traffic, etc.) that are too risky at 150'. In fact, the state recently changed their setback requirements from homes for new oil wells to be a minimum of 350'. We see no reason that placing a home adjacent to an existing well should follow a different standard. That said, we would be open to a discussion on reducing the vegetation requirements, because this project surrounds the wells on all four sides, reducing vegetation would not necessarily be a detriment to the public good and if appropriately designed, e.g., the enclosing of the wells as they propose and vegetation equivalent to a lower requirement, could be equal to the extensive vegetation assuming that it is designed in such a way that appropriately screens the oil well) required by the standard.)

Q: How will the reduced setback be mitigated?

A: (Applicant) (1) The City conducted an air quality review earlier in 2015. The air quality near one oil site

was no worse than in downtown Fort Collins. (2) The proposed 'shroud', resembling a building, around each well should reduce noise from the wells to 25 decibels.

Q: In Serramonte, the odors are much worse now than they were in past years. What testing is involved?

A: (City) The City has a requirement for testing when a complaint is received. Following a complaint, testing was done today. The only positive readings were near the wetland. However, further evaluation of the data is needed.

Q: When maintenance work is done on the rigs (typically once a year), will the 150-foot buffer accommodate the equipment and work?

A: (City) That is part of the reason why the requirement was increased to 350 feet. The State also requires a 350-foot buffer.

Q: I favor the smaller buffer so wells will be camouflaged better. I think there needs to be a better connection for emergency vehicles to Suniga. Would like to see Turnberry go south of Mountain Vista.

A: (City) Turnberry cannot continue south of Mountain Vista because there is an approved subdivision in the way. Your comments may be asking how we determine the master street plan. This plan will be updated next year, and public comments will be sought during that update.

Q: Comments – 1) I cannot imagine exposing seniors to oil fumes. 2) There are limited ways out. How will people get out? Country Club is not a good road. Turning north on Turnberry from eastbound Country Club is difficult already. 3) I expected developments, but did not anticipate this density, especially given the inadequate streets.

A: (City) We are already monitoring the Country Club/Turnberry intersection and just completed updated traffic counts. We will need to look at mitigation for impacts from this proposal. An issue is that Country Club is in unincorporated Larimer County, so is outside the City's jurisdiction. The City will work with the County on this project to include them in an advisory review.

Q: Will parking/traffic be evaluated as senior housing?

A: (City) For the traffic evaluation, there are national standards used to estimate the number of trips from various land uses. We're not expecting to use something different from a national standard for this project due to the way this development may be marketed unless the developer makes a justifiable case. The only exception that the City has used so far was for student housing, following a local study of existing student developments. Road improvements that are required due to this development will be paid for by the developer.

Q: What metrics are used to estimate number of cars/traffic? I would assume 2 cars per unit.

A: (City) Traffic is estimated by the number of trips per type of dwelling unit, rather than the number of cars. For example, single family homes are estimated to generate 9.6 trips per day. A trip in is one trip; a trip out is another. It also includes trash pickup, deliveries, etc. Townhomes and apartments are each estimated to have slightly lower numbers of trips per day.

Q: I hear the developer's vision, but don't think it's appropriate with that piece of ground given the oil operations. Where are the underground oil lines?

A: (Applicant) We have met with the oil companies. This plan will not require moving of oil lines. The streets are aligned with the existing lines.

Q: Brightwater dumps traffic on to Hearthfire. I'm concerned about traffic on Hearthfire. It's hard to exit the area, so people will likely head north on Hearthfire to Douglas Road, and then try to turn left on State Highway 1.

A: Your comment is helpful for us; we can include the Hearthfire intersection at Douglas in the analysis.

Q: This area is already a dead zone for cell service. Have you talked to the cell companies? Also, homeowners want the service but do not want the towers.

A: (City) It is up to the cell providers to decide whether they want to request more locations. Towers are required to have "stealth" characteristics (look like trees, flagpoles, etc.)

(Applicant) Architects for oil well "shrouds" also work on cell tower designs, so that could be explored.

Q: In planning for the alley homes, is there adequate parking for guests in townhomes? Will there be space for an on-street bike lane/trail?

A: (Applicant) Each alley home has a 2-car garage. The apartments will have off-street parking. The streets will be the same as Hearthfire (standard City residential streets). Bike trails are not on all streets.

Q: I'm concerned about access to hospital/emergency care, with the two railroad tracks and congestion.

A: (Applicant) Going to east to I-25 would be an option.

(City) The City has allocated \$1 million for design and right-of-way acquisition for the Vine/Lemay grade separated crossing. Construction is not currently funded. Future grade separated crossings of railroad tracks are also shown at Vine/Timberline and Mountain Vista by Anheuser-Busch.

Q: How will people access Richard's Lake? What about boats, and wear and tear?

A: (Applicant) A walking trail is planned.

Q: It is a beautiful development, but the density doesn't fit the area. Will you build the homes or will someone else build them?

A: (Applicant) We are the developer of the site, and will seek builders for the homes. Some will be custom homes. The density is prescribed by City requirements.

Q: What is planned for sewer service? It is a major issue in the area.

A: (Applicant) We plan to use Boxelder. We have purchased 232 taps already, enough for the single-family homes. Boxelder has enough capacity for this development.

Q: Traffic on Brightwater will be a concern. Why is the pool near Hearthfire rather than near the center of the development?

A: (Applicant) The pool location will be easy for all to get there. Also it is at the high point and will provide the best views.

Q: But it is also on a major traffic route.

A: (City) Parks are required to be at least 50% bounded by streets along their perimeter.

Q: I hope the City will look at this proposal as a development for all ages, not just for people 55 and over.

A: (City) Developments can be age restricted by the applicant, but the City land use code is silent on age within developments.

Two comments:

1) This proposal is too dense for the surrounding area – my property will have 4 houses along back property line.

2) Regarding the traffic modeling: there are no services, so everyone has to drive. This needs to be considered with the traffic modelling. The nearest convenience store is 3.5 miles, grocery store is 4.0 miles, Tavelli Elementary is 2.5 miles away. I'm concerned about the traffic on Country Club, which is the route to the grocery store.

Q: If Maple Hill didn't have to build apartments, why can't this project also leave out apartments?

A: (City) In the Low Density Mixed-Use (LMN) Zone District, no housing type can be more than 80% of total units, or less than 5% of total units. LMN requirements are the same City-wide. They need to provide 4 housing types.

Follow up: (The following is the list of housing types that can be used to satisfy this requirement:

1. *Single-family detached dwellings with rear loaded garages.*
2. *Single-family detached dwellings with front or side loaded garages.*
3. *Small lot single-family detached dwellings (lots containing less than four thousand [4,000] square feet or with lot frontages of forty [40] feet or less) if there is a difference of at least two thousand (2,000) square feet between the average lot size for small lot single-family detached dwellings and the average lot size for single-family detached dwellings with front or side loaded garages.*
4. *Two-family dwellings.*
5. *Single-family attached dwellings.*
6. *Mixed-use dwelling units.*
7. *Multi-family dwellings containing more than three (3) to four (4) units per building;*
8. *Multi-family dwellings containing five (5) to seven (7) units per building.*
9. *Multi-family dwellings containing more than seven (7) units per building (limited to twelve [12] dwelling units per building).*
10. *Mobile home parks.*

Q: Is low income housing part of this development?

A: (City) The City seeks to encourage affordable housing evenly distributed throughout the City. Though not part of this development, it is likely that affordable housing will be offered in the Mountain Vista plan area sometime in the future.

(Applicant) Lower income buyers would be unlikely to afford these units.

Comment: Would like to see lower density. Sometimes traffic is backed up to Clark St. on Lemay. The infrastructure is inadequate for the area and density planned.

Comment: The rural character of the area is not preserved.

A: (City) The density is lower on the west site of the development in the Urban Estate portion. Average density is 4.8 units per acre. *(Correction, average density shown on the current plan's land use table is 4.42 units per acre in the LMN zone. Net density for the Urban Estate portion of the site is 1.53 units per net acre. The overall net density for the site plan presented is 3.9 units per acre, which includes the LMN and Urban Estate Portions).*

Q. Think about cooperation along the border with Serramonte. Serramonte did this with Hearthfire before City Plan, resulting in lower density and bigger setbacks.

A: (Applicant) We have provided a larger green buffer on the north – about 50 feet, with berms.

Q: I'd like to request a 100-foot setback.

A: (Applicant) Buffer plantings will go in during the first phase.

Comments:

1) I've been paying for our use of Roberts Lake for 10 years.

2) I'm concerned that the trees along Turnberry have been cut back for utility lines.

Q: Where is the non-potable water coming from?

A: (Applicant) We have purchased shares. One possibility for storage is in Richards Lake. We will be proposing a special water district.

(City) The City will evaluate feasibility of the special district proposal.

Q: Has water been purchased for household use?

A: (Applicant) Yes, enough for the single family homes. Expect to develop the multifamily and condo units later.

Q: What is the timing for the clubhouse?

A: (Applicant) First phase.

Q: When will Waters' Edge East develop?

A: (Applicant) "On the heels of this development". It will be about 125 acres, and 400+ homes.

Q: Are there minimum square foot requirements?

A (City) The minimum is 400 square feet per dwelling unit.

Q: Is the City taking Waters' Edge East into consideration in reviewing this?

A: (City) The Preliminary Development Review will look at both. The Overall Development Plan (required because different phases are being proposed) will also look at both. Also, there will be a separate neighborhood meeting in the future for Waters' Edge East.

Q: KB Homes development added so much light pollution – took away the character of the area with its streetlights.

A: (City) Exterior lights on buildings must be shielded. However, the City does not have a requirement that City street lights be shielded.

Q: Where is each housing type located?

A: (Applicant)

North –ranches (1750-2500 s.f.)

West of park – smaller ranches (1600-1900 s.f.)

Southwest part of development – larger ranches (2500-3000 s.f.)

South central part of development – townhomes – (1400-1900 s.f. on one level)

Condos (1300 s.f.)

Q:

1) I'd like a place to find the covenants for the new development.

2) Is there any way the transportation infrastructure will be in place when Phase 4-5 is complete.?

A: (City) The developer must meet "level of service" standards with each phase. Traffic improvements must be implemented with each phase. We will have to evaluate whether they can meet level of service requirements at the Vine/Lemay intersection, and whether there are expected to send enough traffic there to trigger mitigation for their impact.

(Applicant) This development has already contributed to improvements along its section of Turnberry.

Q: If Morningstar is extended, will it go to Turnberry? And will there be a turn lane?

A: (Applicant) Yes, it will go to Turnberry. Turn lane requirements will be determined by the traffic study.

Comments received after meeting adjournment:

- 1) Halve the density.
- 2) Consider and account for the wildlife corridor coming from Terry Lake and continue it to ditch in Waters Edge East.
- 3) I live 150 feet from an oil well in the Richards Lake neighborhood, and do not believe more houses should be added that close to existing wells. The homes that close are very difficult to sell or rent.