

**TOWN OF TIMNATH, COLORADO
RESOLUTION NO. 13, SERIES 2026**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TIMNATH
APPROVING THE SKETCH PLAN FOR THE TIMNATH SHORES SUBDIVISION**

WHEREAS, the Town Council of the Town of Timnath (“Town”) pursuant to C.R.S. § 31-15-103, has the power to pass resolutions; and

WHEREAS, Cottonwood Development Partners, LLC, (the “Developers”) have submitted a Sketch Plan for the Timnath Shores Subdivision, more particularly described in Exhibit A (legal description) and Exhibit B (Sketch Plan) and attached hereto and incorporated herein by this reference (the “Property”); and

WHEREAS, a properly noticed public hearing was held on February 17, 2026, and the above described Sketch Plan was recommended for approval to the Town Council by the Town of Timnath Planning Commission by a unanimous (4-0) vote; and

WHEREAS, a properly noticed public hearing with the Town Council was held on February 24, 2026, and upon hearing the statements of staff, the applicant(s), the public, and giving consideration to the recommendations from Planning Commission, the Town Council determines as provided below.

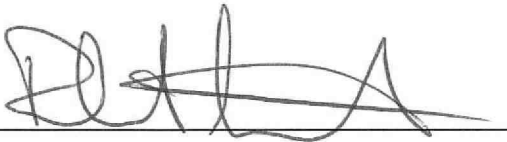
NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF TIMNATH, COLORADO AS FOLLOW:

Section 1. Approval

The Sketch Plan is hereby approved in substantially the form as attached hereto, subject to technical or otherwise non-substantive modifications, as deemed necessary by the Town Manager in consultation with the Town Planner, Engineer, Legal Counsel, and other applicable staff or consultants.

INTRODUCED, MOVED, AND ADOPTED BY THE TOWN COUNCIL OF THE TOWN OF TIMNATH, ON FEBRUARY 24, 2026.

TOWN OF TIMNATH, COLORADO

A handwritten signature in black ink, appearing to read "Robert Axmacher", written over a horizontal line.

Robert Axmacher, Mayor

ATTEST:

A handwritten signature in blue ink, appearing to read "Lizzie M. Alipaz L", written over a horizontal line.

Lizzie M. Alipaz L
Deputy Town Clerk



EXHIBIT A AGREEMENT

PARCEL ONE:

SOUTH TRACT: A tract of land situate in the Southeast $\frac{1}{4}$ of Section 23, Township 7 North, Range 68 West of the Sixth P.M., Larimer County, Colorado, which, considering the East-West centerline of said Section 23 as bearing S $88^{\circ}50'50''$ E and with all bearings contained herein relative thereto, begins at a point on the approximate centerline of County Road 3-E, which bears N $88^{\circ}50'50''$ W 68.21 feet, and again S $01^{\circ}28'00''$ W 590.38 feet, and again S $23^{\circ}04'36''$ E 102.11 feet, and again S $23^{\circ}04'16''$ E 109.83 feet, and again S $02^{\circ}16'00''$ W 168.88 feet from the Center $\frac{1}{4}$ corner of said Section 23 and runs thence East 1435.04 feet to a point on the boundary line of the Timnath Reservoir; thence along said reservoir boundary, S $11^{\circ}02'09''$ E 219.11 feet, and again along said reservoir boundary S $37^{\circ}55'48''$ E 374.54 feet, and again along said reservoir boundary S $01^{\circ}31'06''$ E 318.34 feet, and again along said reservoir boundary, S $83^{\circ}11'25''$ W 426.14 feet, and again along said reservoir boundary, S $14^{\circ}05'30''$ W 353.94 feet, and again along said reservoir boundary, N $78^{\circ}38'08''$ W 520.09 feet, and again along said reservoir boundary, S $43^{\circ}40'40''$ W 36.39 feet, and again along said reservoir boundary, N $88^{\circ}07'55''$ W 500.63 feet to a point on the centerline of County Road 3-E; thence along said centerline, N $00^{\circ}23'$ E 726.75 feet, and again along said centerline, N $42^{\circ}00'23''$ W 274.51 feet, and again along said centerline, N $02^{\circ}16'$ E 199.48 feet to the Point of Beginning, subject to a right-of-way for County Road 3-E over the Westerly 30 feet thereof, County of Larimer, State of Colorado.

For Informational Purposes Only:

Tax ID No.: R1576771 / 8723000025

PARCEL TWO:

NORTH TRACT: A tract of land situate in the East $\frac{1}{2}$ and in the Southwest $\frac{1}{4}$ of Section 23, Township 7 North, Range 68 West of the Sixth P.M., Larimer County, Colorado, which, considering the East-West centerline of said Section 23 as bearing S $88^{\circ}50'50''$ E and with all bearings contained herein relative thereto, begins at the Center $\frac{1}{4}$ corner of said Section 23 and runs thence N $00^{\circ}46'03''$ E 501.89 feet along the North-South centerline of said Section 23; thence S $87^{\circ}34'$ E 371.71 feet along an existing fence line; thence N $48^{\circ}19'14''$ E 249.25 feet along an existing fence line; thence S $43^{\circ}09'40''$ E 676.26 feet along an existing fence line; thence S $19^{\circ}34'32''$ E 585.74 feet to a point on the boundary line of the Timnath Reservoir; thence along said Timnath Reservoir boundary, S $74^{\circ}15'08''$ W 75.63 feet, and again along said reservoir boundary, S $27^{\circ}16'53''$ E 606.07 feet; thence West 1435.04 feet to a point on the approximate centerline of County Road 3-E; thence along said approximate centerline, N $02^{\circ}16'00''$ E 168.88 feet, and again along said centerline, N $23^{\circ}04'16''$ W 109.83 feet, and again along said centerline, N $23^{\circ}04'36''$ W 102.11 feet, and again along said centerline, N $01^{\circ}28'$ E 590.38 feet to a point on the East-West centerline of said Section 23; thence along said East-West centerline, S $88^{\circ}50'50''$ E 68.21 feet to the Point of Beginning, subject to a right-of-way for County Road 3-E over the Westerly 30 feet thereof, and is further subject to a 100 foot wide right-of-way deeded to the Platte River Power Authority in [Book 1747 at Page 793](#), County of Larimer, State of Colorado.

For Informational Purposes Only:

Tax ID No.: R1326074 / 8723000020

EXHIBIT B

See attached sketch plan.

Introduction & Project Overview

Timnath Shores is a visionary 76-acre residential development located at the southeast corner of Larimer County Road 42E and County Road 3E. Situated just one-half mile east of County Road 5 and adjacent to the scenic Timnath Reservoir, this property presents a remarkable opportunity to contribute meaningfully to the Town of Timnath’s long-term vision for high quality sustainable growth and development.

The subject property has been recently annexed to the Town of Timnath and was zoned with 25± acres designated as RE – Estate Residential and 51± acres designated as R2 – Single Family Residential. The Sketch Plan proposal seeks to support the approved zoning with the development of both Estate Residential Homes within the RE zoned property and situated along the western shoreline of the Timnath Reservoir and Low-Density Detached Residential Homes throughout the remainder of the R2 zoned property. Timnath Shores when developed will help to support a major goal and objective of the Towns Comprehensive Plan by providing a diverse mix of housing types with community open space and amenities that reflect and reinforce the Town’s Small-Town Charm and Livability.

Sketch Plan Land Use Plan Summary

The proposed zoning includes 51.44 acres zoned R2 - Single-Family Detached Residential, with a maximum permitted density of 4 Dwelling Units/Acre and 24.61 acres zoned RE - Estate Residential, with a maximum permitted density of 1 Dwelling Units/Acre. The total Gross Site Area of the subject property is 76.05 acres. This balanced land use strategy promotes a variety of lot sizes, densities, and price points all of which are intended to meet the needs of a wide range of residential home buyers and a diverse mix of housing types.

In addition, the Sketch Plan illustrates a thoughtfully integrated network of roadside landscape buffers, open spaces, a pocket park, regional trail extensions, a natural habitat buffers adjacent to the Timnath Reservoir shoreline, and a community gathering amenity. In total these amenities will help to foster a sense of community and a connection with nature while promoting walkability and wellness throughout the Timnath Shores neighborhood.

Design Rationale & Housing Types

Timnath Shores is designed to cultivate a distinctive neighborhood character through the use of innovative site design, high-quality and creative architecture, variety of housing styles, natural habitat protection with community open spaces and a robust network of pedestrian and bike trails.

By offering a range of lot sizes and configurations, the development will support housing accessibility and diversity. The varied lot sizes and housing types coupled with the sustainable

site and building design practices will also ensure that Timnath Shores will accommodate a variety of households and lifestyles whilst at the same time delivering high quality sustainable growth and development to the Town of Timnath. The Timnath Shores community is poised to attract families, retirees, and professionals seeking a vibrant and peaceful community set within and the unique natural environment that is Timnath Reservoir.

Drainage & Stormwater Management

Stormwater management for the site will be engineered with the utmost care and responsibility. Given the southeast drainage pattern toward Timnath Reservoir, the development will implement a comprehensive stormwater strategy that meets or exceeds the Town's Best Management Practices.

This may include water quality features, and conveyance systems designed to protect both the reservoir and downstream ecosystems. The project team will work closely with the Town of Timnath and the Cache La Poudre Reservoir Company to ensure all stakeholders are aligned and that the existing environmental condition is preserved and enhanced.

Utility Infrastructure

Timnath Shores will be served by ELCO Water District to provide both domestic and open space irrigation water to the subject property. The Timnath Shores development will extend water infrastructure needed to support the proposed development in a manner consistent with ELCO's design requirements and which will promote regional service efficiency as well as provides for the future growth of this region of Timnath.

Boxelder Sanitation District will provide sanitary sewer service via a planned interceptor line to be located along the subject property's eastern property boundary per the recently approved Boxelder Sanitation Master Plan. Based on our recent meetings with the Boxelder Sanitation District it is likely that the District will both design and construct this Sanitary Sewer Interceptor Main concurrent with the development of the subject property. This Interceptor Main will not only support the Timnath Shores project but is also intended to serve adjacent properties thus promoting future development opportunities in this region of the Town.

Stormwater infrastructure will be managed by the Town of Timnath. All systems will be designed to accommodate future growth and ensure resilience to seasonal variations in precipitation.

Floodplain & Geologic Conditions

There are no FEMA-designated floodplains on this site which significantly reduces development risks. Soil surveys and preliminary engineering assessments indicate the site is highly suitable for residential development.

Formal soils and geologic reports will accompany future Preliminary and Final Plat submittals which will ensure complete due diligence and safeguarding future residents.

Transportation & Connectivity

The development will provide a robust on and off-site transportation network that supports vehicles, bicycles, and pedestrians. All Local on-site roads will be constructed within a 60' wide Public Right of Way with an overall pavement width of 34' and will include curb & gutters, 5' wide detached sidewalks, and 7' wide tree lawns on each side of the road, offering a comfortable pedestrian safe and aesthetically pleasing streetscape.

Adjacent off-site improvements will include the reconstruction and realignment of CR 3E as a Minor Collector Road which will include 11' wide travel lanes, 7' on-street bike lanes. Along the east side of CR 3E there will be curb & gutter a 7' tree lawn and a 10' wide detached "Shared Use Path" as located within the ROW and as required by the Towns 2025 PROST Trail Plan as well as a 25' wide landscape buffer as measured outside the Public ROW. Along the west side of CR 3E adjacent to the existing county MRD Subdivision there will be a 4' wide paved shoulder and a roadside drainage swale constructed.

CR 42E west of the subject property when plated will be known as Wildwing Drive. This offsite portion of CR 42E is classified as Rural Collector Road and will be reconstructed for approximately ½ mile from CR5 to the western boundary of the subject property. This segment of the off-site roadway will include 12' wide travel lanes and 7' on-street bike lanes with paved shoulders and roadside drainage swales. Based on the findings of the Transportation Impact Analysis to be submitted at the time of the Preliminary Plat submittal there may also be a need for auxiliary turn lanes at the intersection of CR 42E and CR 5. The ½ mile of off-site CR 42E roadway will initially not include curb & gutters or pedestrian walks. In the future when property adjacent to this portion of off-site roadway develops and additional ROW is dedicated curb & gutters, tree lawns and pedestrian walks will be the responsibility of future adjacent residential development to construct.

The on-site extension of CR 42E, from the western property boundary to the eastern boundary of the subject property, will be constructed as a Major Collector Road with 11' wide travel lanes, 7' on-street bike lanes, curb & gutters and a 7' tree lawns on both the north and south sides of the road. Along the north side of CR 42E (on-site only) approximately 1100 lineal feet of 10' wide detached "Regional Trail" as required by the Towns 2025 PROST Trail Plan will be constructed. Along the south side of CR 42E (on-site only) a 6' wide detached pedestrian walk will also be constructed. Adjacent to the on-site segment of the CR 42E roadway there will be on the north side of the road as measured from the north ROW a 60' - 70' wide landscape buffer created by the presence of an existing Overhead Electrical Transmission Line Easement and on the south side of CR 42E there will be a 25' wide landscaping buffer as measured from the south ROW of CR 42E.

CR 42 located off-site south of the subject property will serve as a Secondary Emergency Vehicle Access Drive. The ROW for this EV Access currently exists and will be designed as an all-weather driving surface capable of supporting 40 tons as required by Poudre Fire Authority (PFA). Additionally, PVA may likely require that Security Access Gates with EVA Knox Boxes be installed on both the east and west sides of the Cache La Poudre Reservoir Canal in order to limit access to Emergency Vehicles only.

Pocket Park, Open Space, and Environmental Features

Open space is a defining element of the Timnath Shores vision, with more than 15 acres (20%) of the total gross site area to be dedicated to open space, recreation and natural habitat buffering. Based on existing zoning and allowed density, the proposed development will include an approximately 2-acre pocket park, along with greenbelts, off-street pedestrian and bike paths, a community amenity area, and a 50-foot natural habitat buffer along the west shore of Timnath Reservoir.

The development of the 50' Natural Habitat Buffer along the reservoir's western shoreline, ensures a tranquil and scenic backdrop while preserving the existing natural resource and its ecological diversity. Incorporated within the Natural Habitat Buffer will be wildlife and Nature viewing areas will offering educational signage and an opportunity for community engagement and environmental stewardship.

Schools, Public Services & Fiscal Impact

The proposed Timnath Shores development is expected to generate approximately 124 new students and will contribute over \$393,000 in school impact fees in lieu of land dedication under the Town's IGA with Poudre School District.

Law enforcement services will be supported through required impact fees, and fire protection will be provided by the Poudre Fire Authority. Collectively, the Town will receive more than \$2.9 million in impact fees for police, parks, transportation, and public buildings, creating long-term fiscal benefits and sustainability.

Compatibility & Comprehensive Plan Conformance

Timnath Shores is a natural extension of the Town's vision for a more livable and connected community. It complies fully with the applicable goals and objectives Town's Comprehensive Plan and Future Land Use Map, as well as supporting the need for low-density growth adjacent to existing agricultural properties that are in transition, as well as existing Larimer County estate residential developments.

Surrounded by low-density residential and single-family neighborhoods, the Timnath Shores project will support consistent development and a connected community. Integrated infrastructure, open space, trails, and natural features reflect Timnath's commitment to smart growth and environmental protection, enhancing quality of life for both Timnath Shores residents and the broader community.

Record of the Timnath Shores Sketch Plan Neighborhood Meeting – October 16 2025

Attendance: Chad Kemper, Planner, Town of Timnath
Cory Flood, Engineer, Town of Timnath
Lindsey Jones, Planner, Town of Timnath
Ken Merritt, JR Planners & Engineers, Applicants Representative & Presenter
Jim Righeimer, Cottonwood Development LLC Applicant & Property Owner
Eva Maines, JR Engineering, Civil Engineer

Neighbors: Please see attached attendance list for list of names of those that were in attendance at the meeting and sign in. There were a total of 9 Neighbors in attendance at the meeting however only 5 signed in. See the attached Sign in Sheet.

Sketch Plan Introduction by the Applicant: Meeting started at approximately 5:31pm

Ken Merritt served as the applicant's representative and introduced himself and his role, and then introduced the Property Owner (Jim Righeimer) as well as the staff from Town of Timnath present. Mr. Merritt then proceeded with the project history and application processes that the property owner and applicant had previously filed with the Town and had been previously approved by the Town Council. Mr. Merritt then began to discuss the projects next steps which included the submittal and Town's review of the Sketch Plan.

Mr. Merritt indicated that too date much of the conversation at the previous Neighborhood Meetings, Planning Commission and Town Council Hearings thus far were conceptual in nature and were focused primarily on planning-based issues and compliance with the Towns Comprehensive Plan and the approved Zoning. To date the Comp. Plan Amendment, Annexation & Zoning all of which have been approved by Town Council did not focus on the details related to the lot layout, lot size or vehicular and pedestrian circulation and various engineering issues such as drainage, site grading and utilities etc. that the public were most interested in knowing.

Mr. Merritt then indicated that the next steps in the Town's Development Review Process is the Sketch Plan submittal which had been recently submitted to the Town for review and was the primary focus of tonight's Neighborhood Meeting. Mr. Merritt began the discussion of the purpose of the Sketch Plan process was to document that the Development Proposal was in substantial compliance with the Town's Zoning requirement related to land use, maximum allowable density, minimum lot size, minimum open space area and general vehicular access and circulation and pedestrian circulation. Mr. Merritt displayed the proposed Sketch Plan Graphic and indicated that the Sketch Plan is a Conceptual Document illustrating Land Use and Circulation Arrows and is not intended as a Site-Specific Lotting Plan with illustrating actual lot layout and lot sizes. Mr. Merritt indicated that if the Sketch Plan were to be approved by Town Council that the next step in the Development Review Process would be the Preliminary Plat Submittal which would require a future Neighborhood Meeting. It was stated that at this next stage in the process the details related to the Site-Specific Site Design, and the details related to the proposed layout of lots, lot numbers and size, site density, on and off-site roadway improvements, site drainage, open space layout, pedestrian circulation and landscape would all be fully detailed and presented once again in a future Neighborhood Meeting. Understandably this was frustrating to many of the affected property owns at

the meeting however it was stated by Mr. Merritt that this was the Towns process that we need go to go through and must comply with. Mr. Merritt then proceeded to explain the Sketch Plan process and information that was needed to be conveyed in the submittal to the Town and informed the neighbors that if all goes well, lotting plans or engineering design will begin in early 2026 and that another meeting would be scheduled at that point.

Mr. Merritt then went thru all of the exhibits and boards that he brought to the meeting. These included a blow up of the Sketch Plan, Landscape Sketch Plan and the off-site ROW exhibit. He explained the location of the project and the connections to nearby developments and to the existing roadway network. He reminded neighbors that if they wanted a copy of the Sketch Plan Application to contact the Town Staff for it as it is a public record.

Mr. Merritt did take some time to explain the initial site access from CR 42E the realignment of CR 3E and the use of CR 42 as Secondary Emergence Access and not as a primary site access to the proposed development. He also discussed at a broad scope the open space and overall landscape concept as well as the developments maximum allowable density based on the approved zoning. After this, he opened the door for questions for the attendees. The meeting concluded at 6:45pm.

Below a summary of the questions and responses from Mr. Merritt and the property owner. The questions and responses have been assembled in based on similar topics discussed for ease of readability.

Sketch Plan Questions & Applicants Responses to said Questions:

- Question: When would be the expected ground breaking? What is the expected build out phasing?
Response: The Sketch Plan Development Review should be completed by the end of February. Preliminary Plat, Final Plat and Final Engineering would likely not be fully completed and approved by Town Council until the end of 2026 with construction possibly beginning in early 2027.
- Question: How many houses at a time?
Response: It is anticipated that the area north of CR 42E would be built out first while infrastructure is being completed in the area south of CR 42E. The number of homes to be constructed at any one time is based on Market Demand and the state of the Economy.
- Question: Is the ROW alignment of CR 3E being changed and will there be a land swap?
Response: County Road 3E is proposed to be realigned in order to comport to the Towns engineering criteria for a Minor Collector Road. All of the land needed to facilitate this realignment will coming entirely from the Timnath Shores Property with the remainder of the ROW at the north and south portions of CR 3E being maintained within the boundary of the current CR 3E ROW. In order to comply with the Towns minimum curve radiuses and tangents and to properly realign the road, CR 3E will need to move further to the east and as a result the realignment will create residual tracts of land on the west side of the Road. Once the existing ROW has been vacated and the final plat has been approved by the Town and assuming that the adjacent property owners to the west are interested the Timnath Shores Owner is amenable to possibly deeding the residual parcels of land to each of the adjacent property owners at no cost.

- Question: What if the property owners don't want the adjacent land created by the CR 3E realignment.
Response: If the adjacent land owners to the west have no interest in being deeded the residual parcels of property created by the realignment of CR 3E the tracts of land created by this realignment west of CR 3E will remain the ownership of Timnath Shores.
- Question: Will there be a Metro District?
Response: There will be a Metro District however the Metro District will likely not be formed until such time that the Preliminary Plat process has begun.
- Question: Access Points and locations and opportunities to move it around?
Response: the Northern most access point from CR 3E into Timnath Shores will be relocated further to the north so as to address a concern from the land owner to the west had his desire to have the access further from his proposed future driveway. The proposed relocation of this access into Timnath Shores will still allow us to maintain the minimum separation required from the intersection of CR 42E and CR 3E.
- Question: Screening on the west side?
Response: along the entire east side of CR 3E and directly adjacent to the Timnath Shores there will be a 7' wide Tree Lawn with street trees planted at approximately 40' on center, a 10' wide Regional Trail and a east of the Regional Trail there will be a minimum 25' wide Landscape Buffer plated with deciduous and coniferous trees and shrub beds. Along the rear property line of the lots that will back up to CR 3E there will also be a 5' high wood screen fence providing additional screening and buffering of the proposed development.
- Question: Sanitary Sewer location, connections and timelines?
Response: we were informed by the Boxelder Sanitation District that the Master Planed 24" Sanitary Sewer Interceptor Main from CR 5 that will run east within the existing ROW of CR 42 will be designed and possibly installed by the Boxelder Sanitation District. The timing of the Sanitary Sewer construction will likely occur concurrent with the construction of the Timnath Shores development.
- Question: Traffic implications to CR5 and the County? Transportation Master Plan questions and Level of Services in roads?
Response: Although a Transportation Impact Study (TIS) is not required at the time of the Sketch Plan Submittal it is anticipated that CR 5 which is Classified as an Arterial Road will be capable of handling the additional Vehicle Trips generated by the Timnath Shores development. However, it is likely that the TIS will show a need for the addition of auxiliary turn lanes at the intersection of CR 5 and CR 42E. A detailed TIS will be submitted as required at the time of the Preliminary Plat submittal.
- Question: will there be a mix of Lot sizes and will there be buffers to help the neighbors with privacy concerns?
Response: Although a Site Specific Lotting Plan is not required as part of a Sketch Plan Submittal there will be a significant mix of Lot sizes with ½ acre Estate Lots with a

maximum of 1 Dwelling Unit per Acre to be located adjacent to the Timnath Shores shore line and within the land area designated on the Zoning Map as RE - Estate Residential. Within the area of the Timnath Shores Development designate as R2 – Single Family the lot size will likely vary from the 6000 Square Foot minimum lot size and 4 Dwelling Units Per Acre density permitted within the R2 Zone District. At the time of the time of the Preliminary Plat Submittal a detailed Site-Specific Lotting Plan will be provided that demonstrates compliance with each of the two Timnath Shores Zoning District minimum Lot Size and maximum Density Standards.

- Question: Wells and Ditches, improvements on the right of way that will be impacted, replacing of bridges/culverts?

Response: Although we are only at the Sketch Plan Stage of the Development Review Process a significant degree of effort has occurred in order to understanding the many opportunities and constraints surrounding the design and engineering of the Timnath Shores development. As a result of these initial investigations we recognize that there are many existing on and off-site incumbrances that will need to be addressed in order to make the Timnath Shores project a success. If there is existing infrastructure that is impacted by our development such as existing agriculture water well, irrigation ditches, Irrigation culverts or structures etc. the applicant will work with the affected property owners to bring about acceptable solutions to either modified and/or reconstructed existing infrastructure as needed to eliminate impact to the adjacent property.

End of Meeting: Adjourned at approximately 6:50 PM.

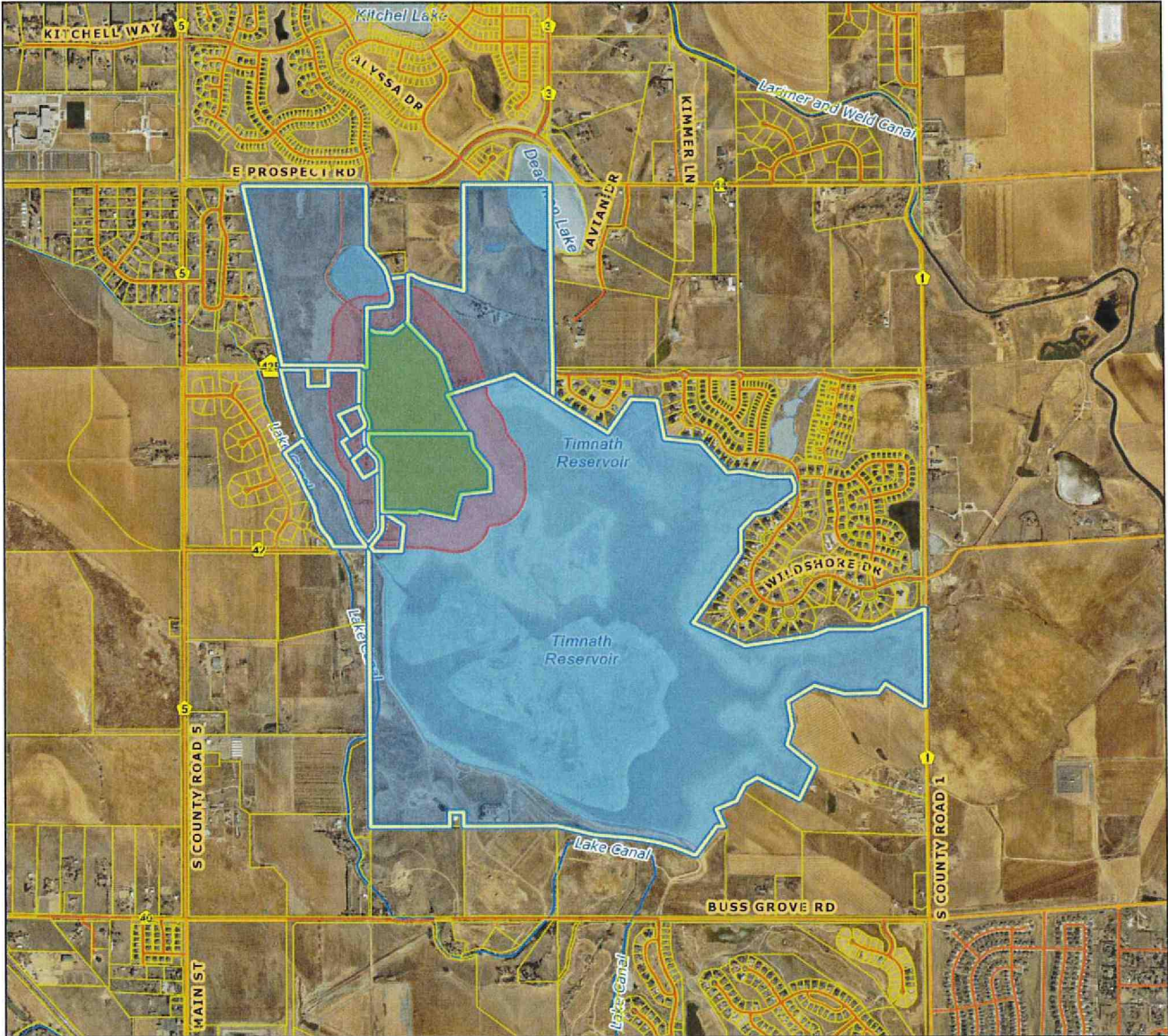
Timnath Shores, Sketch Plan
 Neighborhood Meeting
 October 16, 2025 - 5:30pm

970-776-6305

	Full Name	Property Address	Email	Phone #	Mailing Address
1	Myrna Hanson	2635 2635 SCR 3E	myrna-hansen-at-yahoo		same
2	JERRY TIEFER	5665 E. PROSPECT	TIEFER@COKFARM.COM		"
3	Jason Marchandale	6246 Vernazza Way	cautyp@ckfarms2318@yisbo.com		970-308-5843
4	DAW GERRISH	0317 SCR 3E			
5	Ray Ferris	2225 SCR 3E			
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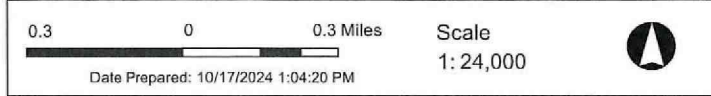


Timnath Shores Sketch Plan Mailing List



Legend	
	Tax Parcels
	Railroads
	Major Road System
	Road System
	Lakes and Ponds

Notes	
Subject Property	
500-foot Buffer	



This map was created by Larimer County GIS using data from multiple sources for informal purposes only. This map may not reflect recent updates prior to the date of printing. Larimer County makes no warranty or guarantee concerning the completeness, accuracy, or reliability of the content represented.

Lindsey Jones

From: Jason Martindale <countrysidefarms2318@yahoo.com>
Sent: Monday, December 29, 2025 10:04 AM
To: Planning Dept
Subject: Town of Timnath 3rd referral notice case #SP-2025-0001

You don't often get email from countrysidefarms2318@yahoo.com. [Learn why this is important](#)

Good morning,

My name is Jason Martindale owner of Allison Estates/ Countryside Estates located off CR 5 (Main Street) in between CR 42E and CR 42. My current occupation is farmer and business owner of Countryside Farms LLC and Jack Lantern's Northern Colorado Corn Maze. I am a current farmer and land manager for numerous property owners in the area, I am a producer and employer, operating 3 different agriculture business on this site as well. I am a current share holder with cache la poudre reservoir company, lake canal reservoir company, and Windsor supply & storage company. I am writing this email to express and voice my concerns for the 3rd referral notice with the conceptual layout for a residential development known as Timnath Shores. I understand this plan features open space, trails, habitat buffers, major circulation routes, and community amenities for a mixed use of estate and single family homes. This all sounds great but what about the consideration of future problems and obstacles it presents to current residents, land owners, and agriculture producers that live off CR 42E? I was not informed in regards to the annexation of CR 42E into the city of Timnath, received NO notification or information to this event happening. When later asked why I had not received any notification, Scott Robinson said, " My property was not within the 300 foot buffer from the subject petition" Even though my property is not within the 300 foot buffer of the subject property, CR 42E runs parallel with my property and connects to the road to the North of my boundary line. In fact there is a 35' Right OF Way on my property for both CR 42E and CR 42. I feel I should have been included in this process to express my concerns and future plans for both of these roadways. I later brought these concerns up in a neighborhood meeting on October 16, 2025 where myself and neighboring property owners met in the community room along with Chad Kemper (Planner) , Ken Merritt (JR Engineering), Jim Rigeheimer (Developer for Cottonwood Development) and 2 other staff members to discuss concerns and questions for the development. My concerns then and concerns now are what happens to my 2 irrigation wells that are used to deliver water to my land for my crops and business', what happens to my concrete irrigation ditches used to convey that water, the culvert crossing under CR 42E that brings both river and reservoir water from Lake Canal Ditch Company to my property for current farming operations and my domestic well located off CR 42 that supplies indoor/outdoor water for livestock drinking water and survival of myself and family. Who will be responsible for moving power lines and transformers? All of these items were already in place prior to the 35' dedicated right of ways for CR 42E and CR 42. This is a huge concern and needs to be addressed NOW before any further forward movement regarding Timnath Shores proceeds!!

I also have safety concerns, my current day to day operations consists of driving and parking on CR42 E and CR 42. I use these roadways and shoulders to maintain irrigation pumps and equipment, moving and setting irrigation dams, moving and starting irrigation tubes, digging out irrigation rows, spraying ditch banks for noxious weeds, moving equipment in and out of the field, removing trash and debris that gets washed down stream and into the canals and end up in the irrigation ditches. There are only 3 homes or residents that live and reside off CR 42E. Including myself and current residents traffic count is approximately 10-12 cars per day. What happens when Timnath Shores is developed and there are now over 220 residents residing in that development. What happens when CR 42E connects to the Wildwing development and CR 42E converts to Wildwing Drive with those residents and other traffic from Colorado Boulevard using Wildwing Dr as a shortcut? What happens to my current way of life and day to day operations are disrupted? I am estimating at least 800-1000 vehicles per day will now be using CR 42E as a major rural collector. How will I be able to park and access my land for day to day necessary tasks in a safe manner?

I think the future plan is to later annex CR 42 in as a secondary entrance/exit or major collector into Timnath Shores. This also creates similar problems with safety, access and use of equipment. CR 42 is a current public roadway that runs parallel and connects to my property on the South. CR 42 is a public roadway but privately maintained by myself, Ron Miller and Myrna Hansen. This has been used as a private roadway to park and allow me to walk into my fields (sometimes for hours) to check and dig out rows in order for irrigation water to reach at the end of the field, there is always standing water on the south of the field from flood irrigating next to CR 42, prior to irrigating crops we are using large tractors and field equipment moving along CR 42 to access fields. We later use large combines, semi trucks, trailers for harvest of crops. How do we move equipment around safely in/ out of my field and neighboring fields we lease along

CR 42? There are 2 domestic wells located on these properties and will be in the 35' Right of Way, as well as concrete ditches to convey water for both Myrna Hansen and Jeanne McCreary that I have leases in place for current farming and business practices. Currently it is planned there will only be a small piece of CR 42 on the east side that will be use for emergency fire lane access. However on the Timnath Shores Sketch plan submitted it is showing CR 42 as a major collector. Who will be responsible for controlling safety for current operations and residents along CR 42? Who will be responsible for moving these wells, power lines, concrete ditches, buildings, diversion boxes etc?

In the Timnath Shores sketch plan narrative it talks about how the development will provide a "robust on and off-site safe transportation network that support vehicles, bicycles and pedestrians". AS a current land and property rights owner, I am not feeling very safe with 2 major roadway collectors surrounding my property and having traffic driving by/ stopping at my property edge endangering and hindering my day to day functions. The narrative also goes on to say, "All local on-site roads will be constructed within a 60' wide Public Right of Way with an overall pavement width of 34' and will include curb & gutters, 5' wide detached sidewalks, and 7' wide tree lawns on each side of the road, offering comfortable pedestrian safe and aesthetically pleasing streetscapes" It also says the 1/2 mile of off site CR 42E roadway will not include curb & gutter or pedestrian walks. I assume this is talking about my property. Why is it required to develop a "safe" environment for pedestrians and future residents but NOT for current residents and land owners that need and already have a safe area? The narrative also says it will be the responsibility of future adjacent residential development to construct these sidewalks or "safe zones". What if these properties never develop? What if these adjacent properties become conservation easements like the surrounding properties or future development becomes stale and the growth never comes or takes another 20 years to develop? We now have to deal with all the vehicle congestion, safety issues and influx of stop and go traffic affecting our daily life functions without any buffer of safety measures? Is this fair to the current residents and land owners? Has this been well thought out or planned by staff, engineers and council?

Speaking of stale developments, this is happening right now with the Fisher Farm Development. Last year at this very time, I was preparing for a public hearing meeting for January 14, 2025 with regards to Fisher Farm Metro District condemning an easement owned by Allison Estates for future benefit to my property and possible future development of Allison Estates. I prepared and submitted multiple factual documents to staff and council stating the Fisher Farm developers/ attorneys never negotiated in good faith but rather tried to trick me, extort me and financially burden me in a deceptive ploy to get what they wanted. I presented facts, and pleaded with council and mayor on two separate occasions not to let the district proceed with the eminent domain because it was not in my best interest or the town's best interest. According to the IGA between the town and the Fisher Farm Metro District, the district could not move forward with condemnation procedures unless they got the permission from the town. In order to sway the town's decision the attorney's for the district went on to falsely state that my easement was, "the last element" hindering the forward motion of the Fisher Farm Development and I had been "unreasonable" to work with. The attorney's for the district also went on to state in the March 11th public hearing, they were working on acquiring another necessary easement from Jana Konkell and Brett's Ranch and have still not secured this easement to date (more deception). I also argued and gave testimony to the council and mayor the district still needed to acquire 3 other separate easements and a crossing agreement before they could move forward (which they still have not gotten). The developer for Fisher Farm should have acquired these easements prior to the formation of the metro district according to the IGA to avoid these type of scenarios. The decision was made by council and mayor to allow the district to move forward with condemnation hearings through Larimer County District Court. Since the January 14th and March 11th hearings, I have had to hire another attorney (4th attorney in last 6 years) to defend my interests in court and take on more financial burdens to protect my property and interests. The Larimer County district court judge granted condemnation to the district on the easement and we are currently dealing with the valuation process and has been pushed back into next year sometime. In hopes of resolving issues with the district and eliminate future court room appearances we have tried to settle this matter with the district's attorney with no luck. Last week, it was stated to my attorney by the district's attorney, there is no plan or schedule to move forward with the Fisher Farm Development as of now. Entitlements have expired, time lines have passed, other easements and crossing agreements must be acquired and the developers are working on other projects. I was not the "last element" or "obstacle" as I was portrayed to be in this situation, I am not an unreasonable person or someone impossible to deal with, I am just a person stating facts and truth, hoping someone would listen, take me serious and help preserve my land interests and work with me for future benefits to both the town and my property. If Fisher Farm does not move forward with their development, there will be No main 30" sewer line installed for Boxelder to supply neighboring properties including Timnath Shores. The plan is to have the 30" sewer line cross under Cty Rd 5 on the south of property and connect up to Timnath Shores and continue to the north and east for another 7 miles. Even if Timnath shores develops and installs a 21" interceptor line they will have no connection point to main sewer line and to the lift station without the 30" main line going across my property and 35' ROW. If the 30" main line does not get installed on the Fisher Farm Development there will be continuity to the Boxelder lift station, it will create another staled development with Timnath Shores. I think every one working together might go a long way in promoting future growth and development for the Town of Timnath.

Timanth Shores is taking great measures to paint a scenic property with remarkable opportunity to meet the Town's long term vision for high sustainable growth and development with pocket parks, 50' natural buffer for wildlife preservation, protection for eagles, bird nests for raptors, fencing for mule deer, low down facing lighting for night fowls, signage for community engagement and environmental stewardship, consideration for ecosystems storm water management, impact fees and etc...but what about the consideration or thoughts for my safety, my property, current residents or how this will disrupt my livelihood and day to day functions for survival. How will this interfere with my business', my farm, my way of life?

How do we remedy this or figure out a solution to meet everyone's needs prior to dealing with a big mess later because no one addressed these concerns now? I would like this email forwarded to town engineer, town council and mayor prior to the next public hearing meeting and I would like to meet with staff to discuss possible alternatives or solutions.

Thank you

Jason Martindale

Countryside Farms LLC
970-308-5843

Timnath Shores

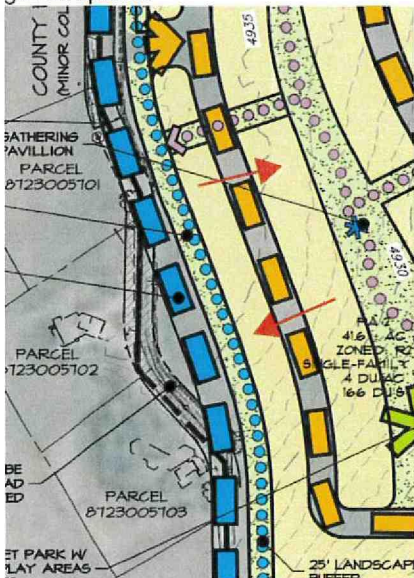
From Dan Griffith <dan@etccontracting.com>
Date Tue 2/3/2026 10:18 AM
To Logan Graves <lgraves@timnathgov.com>; Chad Kemper <ckemper@timnathgov.com>
Cc Dan Griffith <dan@etccontracting.com>

1 attachment (329 KB)
IMG_2459.jpeg;

You don't often get email from dan@etccontracting.com. [Learn why this is important](#)

Hi Chad and Logan,
I am reaching out with comments on the Timnath Shores Sketch Plan. I don't believe neighbors will get a chance for further public comment at this phase, so I am following the request of the Planning Commission to let staff work on my behalf. The items noted below have been questions/concerns since the beginning of this process. To date I don't know of any substantive changes to the development that address my concerns.

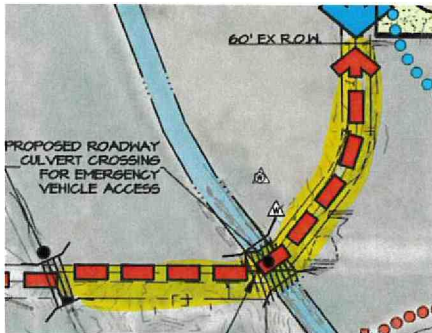
Lot Density on West Side – On the latest sketch plan the western lots that back up to CR3E appear to be narrower than those across the street. I had previously requested that the developer consider flipping this scenario to put the deeper lots backing to CR3E and the narrow lots to the interior backing to the green space.



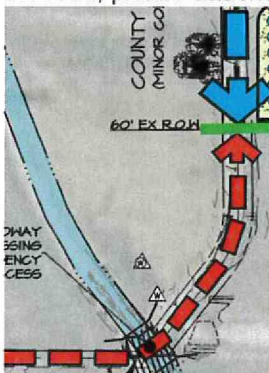
This request would not reduce overall lot density, and I believe it would make for a better transition to the large lots west of CR3E.

Emergency Access / ROW south end of CR3E – The south end of CR3E and CR42 are being used for emergency access to this development. Is it possible to have this section of the ROW changed to

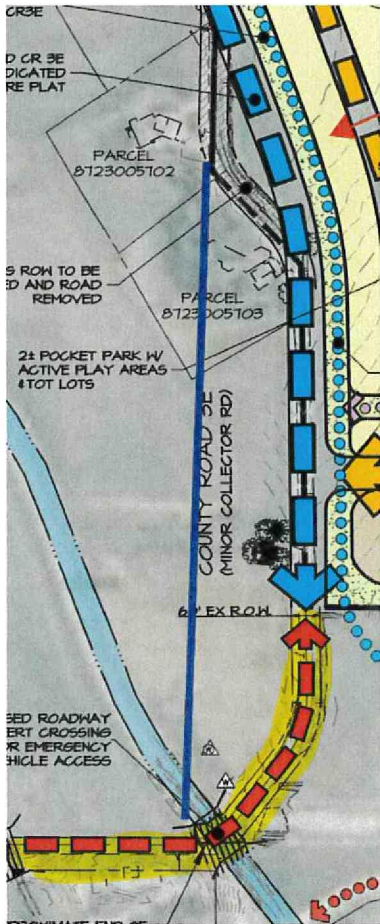
emergency access only permanently? There is the issue with the partial ROW on the west side of the Inlet Ditch and the portion east of the Inlet ditch bisects our 40acre parcel. In 2021 we had conversation about CR3E with the town of Timnath and there was support to vacate the ROW for CR3E completely, like the section north of CR42E. Changing this to an Emergency Access only ROW will help both neighbors impacted and the development in my opinion.



Emergency Access Gate – We have requested that a gate be installed where the ROW becomes emergency access. We would propose this be placed further north adjacent to the green gate that is used to access Timnath Reservoir. There is no public access beyond this point that I know of and we are constantly managing trespassers and debris for unauthorized dumping. A gate at this location that provided Emergency and Private access would help us to manage both situations. Do you know who I should contact about debris dumped in the ROW? I sent a message into the Timnath Public Works contact us online and have never heard from anyone. 3 piles of debris and trash remain on the edge of the road, picture attached for reference, its been 2 months...



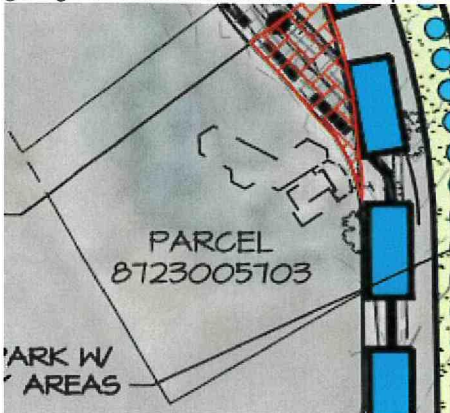
Waterline Easement – Elco currently has a waterline and easement that run diagonal through our property and not within the Road ROW. Has there been a request to move this waterline and easement into the ROW? The blue line below represents the current waterline and easement. Can this be vacated and relocated to ROW?



Power Lines and Easement – Xcel currently has overhead power and an easement that run through our property. The existing lines will be insufficient for the new development, and I imagine new lines will be installed underground. Has consideration been given on moving this utility and easement into the ROW?



County Road 3E Realignment- The S-curve on CR3E is being realigned to meet traffic standards. The developer has offered that land vacated to the west of CR3E from the realignment be added to the neighboring parcels. We like this idea to help us create our own buffer to the new neighborhood. I would also like to have some input into the road re-alignment, since this will impact how our driveway and garage access function. Is there a process/time for my input in the re-alignment?



Please let me know your thoughts on the items above and how I can best stay engaged in the process.

Thanks

DAN griffith |

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