

Crowne on Timberline Neighborhood Meeting

Wednesday, February 20th, 2013

Q: Commercial area near the corner of Zephyr and Timberline - has a traffic study been done on this?

A: An application has not been submitted for the site yet. The area was annexed and zoning was applied. When an application is submitted, that is when a traffic study will be submitted. In the capital plan, Timberline will be going to a 4 lane arterial and there will be signalized intersection at Timberline and Zephyr.

Q: Is that because of this project?

A: The cumulative impact of the area.

Q: What is the distance from Carmichael?

A: Right of way for Timberline is approximately 115 feet. There is a 50 feet gap of green space. We're an additional 35-50 feet, so pushing 200 feet to the back of the fence.

Q: On the 2 story, how tall is it?

A: About 40 feet.

Q: With 300-500 cars getting in and out every day, they are going to funnel out at the same point without a light, how will they turn left in the morning and turn left getting back in the afternoon?

A: There are many properties on Harmony that have more traffic than Timberline accessing both ways. People have different timings and different schedules. Apartments on Harmony or College come out from a major road.

Q: Linden Park development only has a single entrance/exit and your development will have the same. Westchase has 3 or 4 entrances and there is no way to dilute the traffic. Many people going to the south will go through Linden Park and add to their traffic. It may be 4 or 5 years before there is a light at Zephyr and the new Mormon Temple further south will also increase traffic.

A: The orientation of the property, it's oriented along the road and their likely access won't be going through Linden Park to make a right turn.

C: The residents will have a hard time turning left, if they turn right, it will come past the Linden Park development making it even more difficult to get out of Linden Park.

A: Parking issues are being heard and the timing of projects coming out of the ground, including the LDS Temple -- we are working to make sure they are closely coordinated.

Q: Does the 25 townhomes include the 310 total units?

A: Yes

Q: Are the units for lease?

A: Correct

Q: Will it be a complete apartment complex?

A: Yes

C: When apartment complexes come into the area it increases crime rates.

A: I have no information on that. It has been our experience crime isn't an issue. It is a high-end product.

Q: Do you have any idea of rental price points?

A: One bedroom will be around 1,000-1,100 and 2 bedroom 1,200-1,400. Three bedrooms, there aren't that many, up to 1,600. Will be near the top of the market. Our experience is it will be a higher rent property with larger floor plans. People gravitate towards new properties. There will be elevators in the buildings and central garden for each building. It will have a more midrise or urban feel.

Q: It will be 3 stories?

A: Limited 3 stories.

Q: What about lighting? Will I have light pollution in front of me, big streetlights?

A: Our lighting will be focused and sheltered in the sense it comes down in the parking area.

Q: Will the lights go out automatically?

A: The lights will not go off automatically at night. People want to have a lighted parking lot.

C: I would like to have the 2 story rather than 3 stories. Why did the City allow something like this to go on before the infrastructure is place. There are a lot of developments going on in the area. The traffic in the morning is ridiculous. I have to go all the way down to Trilby to catch a stop light. What are we going to do here? If we get the infrastructure I understand, but this is going to put us through hell. It doesn't make a lot of sense to me.

Q: It is wonderful you incorporated green space and the elevators. What is the width requirement for 4 lanes and 2 bike lanes, and can you do that without cutting into the green space next to Westchase. Will space be taken?

A: There is a chance of that. When roads are widened, both sides dedicate right of way. This is typical of any road widening improvements. Communities on both sides contribute to that.

Q: Have you had an opportunity to discuss with the City how residents will access the Power Trail located on the other side of the railroad tracks. People come through our neighborhood even though there is no formal connection.

A: At this point, the biggest development is the area to the north. We look at areas as a whole and there will most likely be a trail that comes down near the top of the development to come in. The alternative is to pop into the neighborhood and go into the crossing further north. It is

very difficult to get crossings with the railroad. You can go under, but you have to negotiate and it is very expensive.

C: People who live in our development and Westchase will path right next to our house and over the railroad to access the trail. Access to the trail should be discussed with the City.

A: A social path has been created next to your home.

A: A public road system will be created and people could use this rather than meandering through the neighborhood. We don't have fences or gates; we're not separate, people can come through our property.

Q: What is the issue with the irrigation water?

A: The irrigation comes from a canal in the north that goes through a swell. We are required to pass irrigation water downstream, so we will use a pipe system running from the north down to the existing system further south. Downstream users will still get their irrigation water.

Q: What is the logic behind putting the south access right in the middle rather than coming straight up from Willow Drive? It looks like people in Building 1 will be coming down through Linden Park and traffic in front of my home will quintuple. Why not have it just come up from Willow Drive and access that?

A: Part of that was the logistics of the site where we needed two parallel roads. If you want more traffic to end up in this area, you would connect the other connections from Linden Park all the way through. It is not as natural for the people to go through Linden Park for traffic. We worked with the City to examine the north-south connection as it would have created more traffic from the neighborhood. We were trying to discourage north-south traffic. It makes sense for the flow to use the access point to the north, not go through Linden Park.

Q: What is the square footage of the condo/apartments will be.?

A: 1 bedroom 750-800sf, 2 bedrooms 1,100-1,200sf. Townhomes will be 1,400-1,500sf. The 3 bedrooms will be roughly 1,590sf. Average unit size close to 1,150-1,200sf.

Q: How many of these units will house school-age children and where will they go to school?

A: No idea on number of children; we don't discriminate against those with children. Only a few 3-bedroom units. I suspect half will be families.

A: Typically, the provision of schools is the Poudre School District, a separate entity from the City of Fort Collins.

C: Elementary students in Willow Springs neighborhood go to the school behind Safeway so they don't cross Timberline.

C: Some people because the light gets so long to cross, will run across the lanes and hit the walk signal and get back in their car and then turn. I am incredibly concerned the road is too skinny and if the road needs to have 2 lanes and sidewalks for this corridor and this development to pay their own way. Timberline is barely safe for bikes. Having safe access to cross to get to the Power Line trail would be a small way to mitigate the impact of the development.

C: Concerned the 3-story unit are too high for this area. The closets 3-story apartment units are the Argyle apartments. The 3-story units going up further north on Timberline dwarf other nearby units. 3-stories is too high for this south of town.

A: The community structure plan was done through a community process. We have an urban growth boundary, the growth management area around the City. As you are on the outskirts with single family homes, but also areas envisioned such as MMN for multifamily.

Q: Does it have to be 3 stories?

A: It is permitted to go to 3 stories. We work with the applicant. When they first came in I said Linden Park doesn't want the large apartments right across the property line. Suggested duplexes to create a gradient and feather between the density. Crossing Timberline is 150 feet away. Working to make multifamily compatible with single family.

Q: Could you go from townhomes to 2 story apartment buildings rather than 3 stories.

A: They are permitted to go to 3 stories.

Q: Can we do something as the public as impact to the scenery and nature of the area (estate, larger area). It doesn't seem to match the rest of the neighborhood.

A: There will be development com to the area, and this is what is permitted. Please write letters voicing your concerns and it will be sent to the Planning & Zoning Board.

C: The Argyle has a nice compromise with 3 stories on the interior with a nice gradient.

Q: Is there development north of this development by McWhinney still in the works?

A: It is in the works, they have annexed into the City; waiting for an application.

Q: Are you going to allow pets? What will the pet population be? Is there a pet area?

A: We normally do allow pets with restrictions on size and aggressive breeds. We find older people like to have pets. Sometimes we have defined pet areas. I'm not sure if we will plan for that here.

Q: How much open space will you have?

A: Near the club house we have been able to develop over an acre of open space. We have a leash rule and provide the infrastructure for cleaning up after pets. We are sensitive that people don't want to see/smell pet messes. Have strict pet policies. Usually have a 50-60 lb. weight limit.

Q: What time frame are you looking at if everything goes smooth? Breaking ground?

A: We hope we're through the process by August. Like to start construction first of next year (breaking ground). This is also a function of the weather.

Q: What is build out?

A: 12-14 months. We will phase buildings in.

Q: Does the City have plans for 4 lanes and when do they have dates for this? Will it be a mess before this happens. Would you do a 2-story then 3-story to provide this gradient? Could building 2 be a 2-story?

A: City has plans for 4-lane arterial. Reducing to 2-story on some buildings is a problem for us. There is a 2-story feel because the 3-story is the lowest portion of the site, it is below the grade of the road.

Q: Should we send letters, will it affect anything?

A: I am not the decision maker.

C: Traffic engineer is aware of the projects coming in this corridor. They have heard these concerns many times, and the improvements required are likely to move forward quickly to address the capacity issues on Timberline.

Q: When will the traffic department be brought in during the process?

A: Immediately when the application is submitted. Some preliminary conversations with the development to the north. The full movement intersection at Zephyr is crucial to the development.

A: Very early on. Some internal conversations on what this would be like. There is likely to be a commercial development, a stub, and then an area for Linden Park to get to the north for the signalized intersection. The way they have drawn their street configuration is intended to filter traffic up to Zephyr.

Q: Is there similar zoning to the west?

A: Low Density Residential to the west, likely single family homes. To the north I think it is also low density residential for single family. The Zephyr intersection will be the center of intensity.

Q: The Timbers on the same approximate size has 176 units, but this will have 310 units. This seems unattractively tight.

A: There is a minimum of 7 units to the acre for this zoning, there is no maximum. If you have 176 units, if you assume 3 bedrooms. The Timbers are apartments that have gone to a for-sale market. 3 bedrooms will only be about 10% of the units. Will have a predominance of 1 and 2 bedroom units which will lower the traffic impact. It will probably be around 570-580 bedrooms.

Q: When all development on Timberline is said and done, there will be a higher density than along Lemay Ave.

A: Which part of Lemay? Density and intensity varies along Lemay Ave.

Q: How do you take into account density and intensity to safely accommodate traffic?

A: A team of traffic engineers that increase infrastructure based on level of service, looking at traffic metrics. They are dedicated to how quickly people are moving through intersections, safety, improvements, amounts developers have to contribute is based on what their impact is.

Q: Are those studies available to the public?

A: Everything given to me is public record and I am happy to share it with anyone that gets in contact.

Q: When all of Timberline from Trilby to Harmony is being developed, can some development approvals be held off until infrastructure is put in place?

A: Work very closely with the traffic engineers. Will have to widen their section of property in front of Timberline. There is coordination between capital projects. When is the appropriate time?

C: The development north of this will be very significant and I'm hearing these developments will be approved before the infrastructure is in place.

C: To explain, when a development occurs like Linden Park, they should have been required to build their 4 lane section. With our project, we're required to build our full 4-lane section of Timberline to be up to standards. When the development comes into the north, they will have to build their section along Timberline. As a developer comes in, they pay the City fee, Transportation Development Review Fees, Street Improvement Fees, other utility fees. As this is appropriated they get the streets built. The Capital Improvements group will kick-in money to build these large projects.

C: What I'm hearing is the development north of this development, the west side will be 2 lanes and the east side only 1?

A: No, when we develop our side it will be 115' from back of sidewalk to back of sidewalk, so you will have the ultimate extent built, 2 lanes both directions and a middle turn lane. This should have been done for the Linden Park development. Trying to use any funds set aside when Linden Park was built.

C: For everyone to get the light, the next developments have to put in the lanes and the light. This will have an impact on the traffic.

Q: The east side of Timberline already has landscaping, will this stay the way or be removed?

A: It will stay where it is. When this development goes in and changes are made to Timberline, the sidewalk will be in its ultimate location. The area where the landscaping is located is only striped as one lane and the striping is deceiving. The lanes are wider than 12' right now. Nothing on the east side will be torn up.

Q: Has a noise impact study been completed? If I am out in the country like when I originally bought, is it the City's right to throw in 4 lanes and it's going to be like throwing in a freeway.

A: There isn't a requirement for a noise impact study. The City is growing in this area and this area is growing too. I know it has been quiet in this area for a long time and now it's growing, and part of this is some of the growing pains. We are going to do what we can to address the impacts as much as possible.

Q: Do you know if the commercial going in north of this will include a grocery store, is there a plan for this?

A: I don't know at this point. We have not seen a proposal for any specific vendors on the property. The developer has looked into a number of grocery stores, but some grocers are saying a full-size grocery store is too close to those located on Harmony.

Q: What is a likeness to a small grocery store?

A: Something more like Sprouts market. The market will decide if it is a viable location for something like a small grocer. More rooftops make that more viable.

C: I heard a rumor about King Soopers down on Trilby.

A: Heard the rumor, but haven't seen an application.

Q: If at some point the land south of Linden Park is to be sold or developed, what density or intensity would be allowed?

A: Would need to look at the structure plan map and helps dictate what zone lands annexed into the City will be. It may be LMN or even lower density as it gets closer to Trilby.

Q: Joe Olson met with the HOA at Linden Park, and said we would get some relief on Timberline once Trilby was connected to Zeigler -- are those plans near?

A: It is in the street master plan and there is an annexation, Kechter Crossing annexation going through plans in the county before annexed into the City. Not sure where they are in the process.

C: Part of the Kechter area has already been annexed over into the City. The issue is on the development below it there is only one connection. Another developer says there can't be additional connections to the north.

A: There are some access issues with that annexation. The other connection we were talking about was Trilby to Zeigler.

Q: Did the City consider these projects cumulative effect on traffic? It looks like these developments will come through Zephyr.

A: Traffic looks at the cumulative effect of traffic and what was already there.

Q: Several years ago I saw a bike plan that included a path directly north through Linden Park - did this change?

A: Not familiar with the trail plan. The master trail plan included a trail at the north part of the Hanson Farm annexation.

C: A trail connection directly north of Linden Park and across the RR tracks to connect with the Power Trail. If this is still in place, it doesn't look like the development is accommodating it.