

NEIGHBORHOOD INFORMATION MEETING

- PROJECT:** Johnston Townhomes P.D.P.
- LOCATION:** West of S. Timberline Road at the southwest corner of Rosen Drive and Red Willow Drive
- DATE:** July 11, 2016
- APPLICANT:** Mr. Steve Laffey and Family
- CONSULTANTS:** Lonny Phelps, Phelps Engineering
Steve Smith, Phelps Engineering
Matt Delich, Delich and Associates
- CITY STAFF:** Ted Shepard, Chief Planner
Sarah Burnett, Neighborhood Development Review Liaison

Project Description

As proposed, the project consists of developing a parcel of land that is approximately 20 acres in size for 168 single family attached dwellings (townhomes). The parcel currently contains an existing house and is located directly west of the Crown on Timberline Apartments that are currently under construction along the west side of Timberline Road. The property is bounded by the Union Pacific Railroad tracks on the west.

The project would utilize three existing public streets. On the north side of the parcel, Rosen Drive would be extended as an east-west street. On the south side, Prairie Hill Drive would also serve as an east-west street. On the east side of the site, Red Willow Drive would serve as a north-south street. In addition, a network of new public streets and private drives would be constructed to provide access to lots that would front on a series of central greens.

The property is the western one-half of the 37-acre Johnston Annexation which was annexed into the City of Fort Collins in 2006. The parcel is zoned L-M-N, Low Density Mixed-Use Neighborhood.

Unless otherwise noted, all responses are from the applicant or consulting team.

Questions, Comments, Concerns

1. Could you please describe the central open space area?
 - A. This area is 1.2 acres and would be a stormwater detention pond that would also serve as an open space area. It will feature turf for recreation such as playing catch or throwing a Frisbee but it would not include park-like features like a picnic shelter or a sport court.
2. How many townhomes per building?
 - A. The townhomes would be arranged mostly in 6-plexes and 4-plexes and a small number of duplexes.
3. How big would each townhome be?
 - A. Approximately 1,500 – 1,800 square feet.
4. When do you plan on submitting?
 - A. We are finalizing our geo-technical report and our subdivision plat and we expect to submit close to the end of July or early August.
5. In doing the traffic study, did you factor in the 300 (+/-) Crowne Apartments?
 - A. Yes, these apartments are factored in as are all approved projects that are various stages of either land development or construction.
6. What are the total traffic counts for Crowne Apartments?
 - A. The total is 2,050 trip ends per day.
7. What are the plans for the property to the north? Are these plans factored into your planning?
 - A. The property to the north is owned by the Rennat family, and is about 57.5 acres. It is not annexed into the City at this time. The parcel was the subject of the City's Conceptual Review on June 27, 2016. The Conceptual Plan showed 154 single family detached houses and a small commercial parcel in the southeast corner near Timberline Road. Upon annexation, the residential portion would be placed into the L-M-N zone (56 acres) and the commercial area would be placed into the N-C zone (1.5 acres). The property is approximately 58 acres. We have factored the Rennat property into our planning not by estimating the traffic that would be generated by this project but by anticipating that the westerly extension of Rosen Drive would be shared between the two parcels. Also, we expect Red

Willow Drive to be extended north into the Rennat property. Please note that we have not factored the anticipated traffic into our analysis because there is no development plan and, therefore, no final plan approval. No development plan can be considered for approval until after the annexation process is complete.

8. What about the parcel north of the Rennat property?

A. This parcel is approximately 69 acres and referred to as the Hansen Farm Property and was annexed in 2013. At the time of annexation, the parcel as divided among three zone districts: L-M-N (46.4 acres); M-M-N (16.69 acres); and N-C (6.33 acres). The parcel was submitted to the City's Conceptual Review team in 2011. At that time, the Conceptual Plan indicated a mix of single family and townhomes ranging in density between 4.5 and 5.0 dwelling units per acre. The commercial parcel is along Timberline Road and is envisioned to be combined with a portion of the Rennat property. Both the Rennat and Hansen parcels will be served by extensions of Zephyr Road (east-west) and Red Willow Drive (north-south). As with the Rennat property, we have not factored the estimated traffic into our study because there is no development plan and, therefore, no final plan approval

9. I see problems with all the existing and proposed developments especially with Timberline Road being only one lane in each direction in this area.

A. We are aware that Timberline Road narrows down south of Kechter Road. According to the City's Master Street Plan, Timberline Road is classified as a four lane arterial south to Trilby Road so it is planned to be widened in the future.

10. Will the Traffic Study account for the projects east of Timberline Road?

A. Yes, it will factor in any project in the surrounding area that has gained final approval from either the City or the County.

11. We need a pedestrian-actuated signal to cross Timberline Road at Prairie Hill Drive.

A. The City's Traffic Operations Department will evaluate the Traffic Study for this project and its associated impacts on the roadways. Part of their analysis is to determine what improvements may be needed for not just cars but for bikes and pedestrians as well.

12. The signal has changed from stopping traffic entirely to just a blinking light so cars are ignoring it and just continue driving through at a high rate of speed. This is dangerous especially for children who live on the west side of Timberline and attending the Bacon School.

A. We will pass this concern along to the City's Traffic Operations Department.

13. Does the traffic study account for how traffic on Trilby turns north and loads up Timberline?
- A. Yes, this traffic is factored into the analysis.
14. We have a speeding problem on Timberline Road.
- A. The City can do a speed study to determine what the speeds are currently. Typically, in traffic engineering, the posted speed limit is the 85th percentile of the actual speed.
15. I'm opposed to this project. With 168 new houses, there may be 500 more children which mean more busses. I'm concerned about the capacity of the Bacon School. It appears Bacon will soon reach capacity.
16. I would like to follow-up – the PSD has a \$360 million bond issue being put to the voters this November. None of that money will be spent on schools in this immediate area. All southeast schools are over-crowded. This project will only worsen the existing condition.
- A. PSD is aware that this property was zoned L-M-N with the adoption of the Fossil Creek Reservoir Area Plan back in 1998-1999. In addition, PSD is routed on all subdivision proposals so they can plan accordingly. Hopefully, they will be able to address the number of expected new homes and plan accordingly.
17. I've talked to several principals in the southeast area and none of them are happy about their enrollment levels. This project will just make it worse.
18. What about stormwater? Where does the water go?
- A. The stormwater will go in two directions due to the property being divided by a small ridgeline. Flows will be directed either southeast or northwest. The 1.2 acre park is the low spot. From there, stormwater on the northwest side of the low ridge will be directed toward northwest to an outfall under the railroad tracks on the west side of the Rennat property.
19. What about the existing irrigation lateral?
- A. This lateral will be re-routed and placed into an underground pipe. The pipe will be placed under the streets and follow the grade downstream.
20. Children need to get to Bacon School without jeopardizing their safety. All traffic mitigation measures should bear that in mind.

21. We want to be able to get to the Power Trail (bike trail under the high voltage power lines and next to the railroad tracks on the west side of the parcel). What accommodations are you making for access to the Power Trail?

A. First, we will be extending the existing bike/pedestrian trail that is in place along the west property line of Linden Park. We will be extending this trail north along the entire extent of our property so that it will terminate at our shared property line with Rennat. When Rennat develops, this trail can be extended ever further north. Ultimately, Parks and Rec would like to construct an underpass under the railroad tracks for a regional trail that is proposed to follow the Mail Creek drainage. Since Mail Creek is the low spot, Parks and Rec has determined this is an ideal location for an underpass. Second, our street system will include sidewalks and a connecting spur from our streets to the trail extension.

22. In general, I'm opposed to the project because the streets, sidewalks, bike lanes, traffic controls and other public improvements have not kept up with the pace of development in the southeast area. I criticize the City for allowing new subdivisions and hundreds of homes without collecting enough in development impact fees. I also am critical of City policies that direct other capital funds to other parts of the City when such funds should be allocated in the fast-growing southeast quadrant to address traffic and safety concerns. I believe the City is acting irresponsibly in the management of growth in the southeast area.

23. I echo that viewpoint. The intersection of Timberline and Fossil Creek Parkway needs a fully functioning traffic signal so we can make safe left turns out of Linden Park to go north. Without this protected turn, we make a dangerous turn every day.

24. I agree with the preceding comments. My concern is that there is no sidewalk along the west side of Timberline Road north of Crowne Apartments and yet this is how children walk to Bacon School.

A. Response from City Planner: We are aware of your concerns. The southeast area is a developing area. It generally takes a few years for the public improvements to catch up with all the growth. This is primarily because the City is fiscally not in a position to fund public improvements ahead of the growth. Previous attempts to fund improvements up-front, by way of selling bonds to finance Special Improvement Districts, have proven risky with one significant failure in recent memory.

Instead, the City has adopted a fiscally conservative "growth shall pay its own way" policy. Public improvements, therefore, are funded by building permit fees, a .25% sales tax for Capital Improvements program, and a .85% sales tax for Keep Fort Collins Great program of which a portion goes to capital improvements (out of a total City sales tax of 3.85)%. City Council always has the option of

backfilling necessary funding out of the General Fund or the Reserve Fund on an as needed basis as part of the legislative process. The City is also very engaged in leveraging our available funds in obtaining a variety of regional, state and federal grants. In general, as has been the case in past periods of rapid growth, public improvements lag behind the growth. We understand that while this is a fiscally prudent policy on a city-wide basis, it does cause inconvenience in the short term for the fast-growing areas.

25. What is a typical building permit fee for a single family detached home?

A. Response from City Planner: Example: The total building permit fee for a new single family detached home in Rigden Farm, valued by the builder at \$220,179 (labor and materials, not the selling price) at the 2016 rate, was \$30,114.67. For this permit, the Street Oversizing Fee (i.e. transportation impact fee) was \$3,112.00).

26. In my opinion, if there is an unacceptable lag time between the need for the public improvements and the ability to provide them, then the fees should be increased. This causes inconvenience not to mention safety issues.

27. It seems irresponsible and unsafe for the City to allow growth to occur while at the same time unable to accommodate such growth. The City should not allow any more growth in southeast Fort Collins until the improvements catch up to address the impacts.

28. Will there be enough parking? I don't want parking to spill over into Linden Park.

A. All townhomes will have a two-car garage and two-car driveway. This will exceed City minimum requirements.

29. Just so you are aware, I predict our neighborhood will bear the brunt of spill over parking from Crowne Apartments.

30. I disagree with the City's Master Street Plan that shows Timberline Road narrowing down from four to two lanes from Trilby to Carpenter. I've heard the reason is due to the road being flanked by undevelopable wetlands but this necking-down will cause traffic to back up leading to congestion and driver frustration.

A. Yes, the Master Street Plan calls for Timberline to reduce from four to two lanes in this one mile section. But, please note that our traffic study will evaluate the need and locations for auxiliary turn lanes at the intersections in order to help relieve congestion. There is more congestion at the intersections than along the through lanes between intersections.

31. Speaking of auxiliary turn lanes, we need an eastbound Trilby right turn lane to go south on Timberline. As it is now, the eastbound right turn movement is forced to wait on the eastbound left turn. This causes traffic to back up and causes congestion.

A. We are aware of this condition.

32. I live in Westchase and since Trilby was connected to Lady Moon, we have more traffic and that traffic is traveling at a higher rate of speed. The recently installed speed tables do not seem to be effective in slowing down the traffic. We need a pedestrian actuated signal to stop traffic and safely cross Trilby.

A. We will pass this along to the City's Traffic Operations Department.

33. Is the Poudre School District planning on building new schools in this area?

A. We have not heard that they are but you should probably contact them directly.

34. What happens to the existing pond?

A. We have a consultant preparing an Ecological Characterization Study for submittal to the City. The preliminary indications are that since the pond is man-made, it has low ecological value. It does not have a natural in-flow and out-flow like a natural pond. As you can see from our site plan, the pond will be filled in. Please note, however, that the larger pond on the Rennat property to the north will likely remain as it has a more naturalistic character.

35. What will be height of the buildings?

A. We are capped at 2 1/2 stories in the L-M-N zone district.

36. From traffic perspective, living in Linden Park is frustrating. We need a signal to get in and out of our neighborhood, especially turning left to go north on Timberline. With Crowne Apartments coming on line, the traffic congestion will only get worse. With Johnston Townhomes, traffic on Prairie Hill to Fossil Creek will only get worse.

A. Per the City, the future signal on Timberline will be at Zephyr. Linden Park residents will ultimately be able to get to this signal via the Johnston Townhomes and the Rennat property.

37. I fail to see why we can't get a signal at Timberline and Fossil Creek.

38. We need a police officer directing traffic during busy times.

39. Children on the west side of Timberline have trouble crossing Timberline to get to Bacon School.
40. With all the new development adding traffic, the cars wanting to turn left to go north on Timberline will stack back further and further into the neighborhood.
41. Will Transfort ever bring service out to this area?
42. You should know that PSD dropped two bus routes serving Fossil Ridge H.S. This just adds even more traffic on the neighborhood streets.
43. We will need traffic calming on Prairie Hill Drive.
- A. Response from City Planner. We will pass this along to our Traffic Operations Department which has a Neighborhood Traffic Mitigation Policy. Such a policy can only be implemented if a minimum required percentage of neighbors agree to such measures.
44. We need a school zone on Timberline in front of Bacon like other schools.
- A. The traffic study will look at signals reduced speeds for the area.
45. From an overall perspective, the railroad tracks prevent east-west traffic from Harmony to Trilby. This means Timberline will carry most of the traffic.
46. Will the project include amenities like a pool?
- A. No, there will be no pool. Our project will feature 1.2 acres of open space and trails.
47. Will these townhomes join the Linden Park H.O.A.?
- A. No, there will be a separate H.O.A.
48. Have you thought where to put construction access and staging and concrete wash-out?
- A. No, we haven't got that far yet.
49. Will this project provide access over/under the tracks to the Power Trail?
- A. No, as mentioned earlier, we will rely on the Parks and Rec Department to provide that further north where Mail Creek goes under the tracks. Since that's a natural low spot, it's the best place to get under the tracks and then on to the Power Trail.

50. Will the project feature bike lanes on the streets?

A. No, the standard City of Fort Collins local street cross-section for a public street does not include separate on-street bike lanes.

51. Will these townhomes be for rent or for sale?

A. They will be for sale.

52. How will these townhomes compare to the Crowne Apartments?

A. As for-sale units, the townhomes will be larger, include garages and generally more upscale.

53. I'm frustrated by the proposed density. As proposed, it does not seem to comply with the "Low Density" aspiration of the L-M-N zone district. In my book, this is high density. If this kind of density is allowed under L-M-N, then the zone is misnamed. There is nothing low density about this project.

54. I agree with that comment.

55. Could the site be zoned for a lower density?

A. Yes, City Council retains the zoning authority over the entire City.