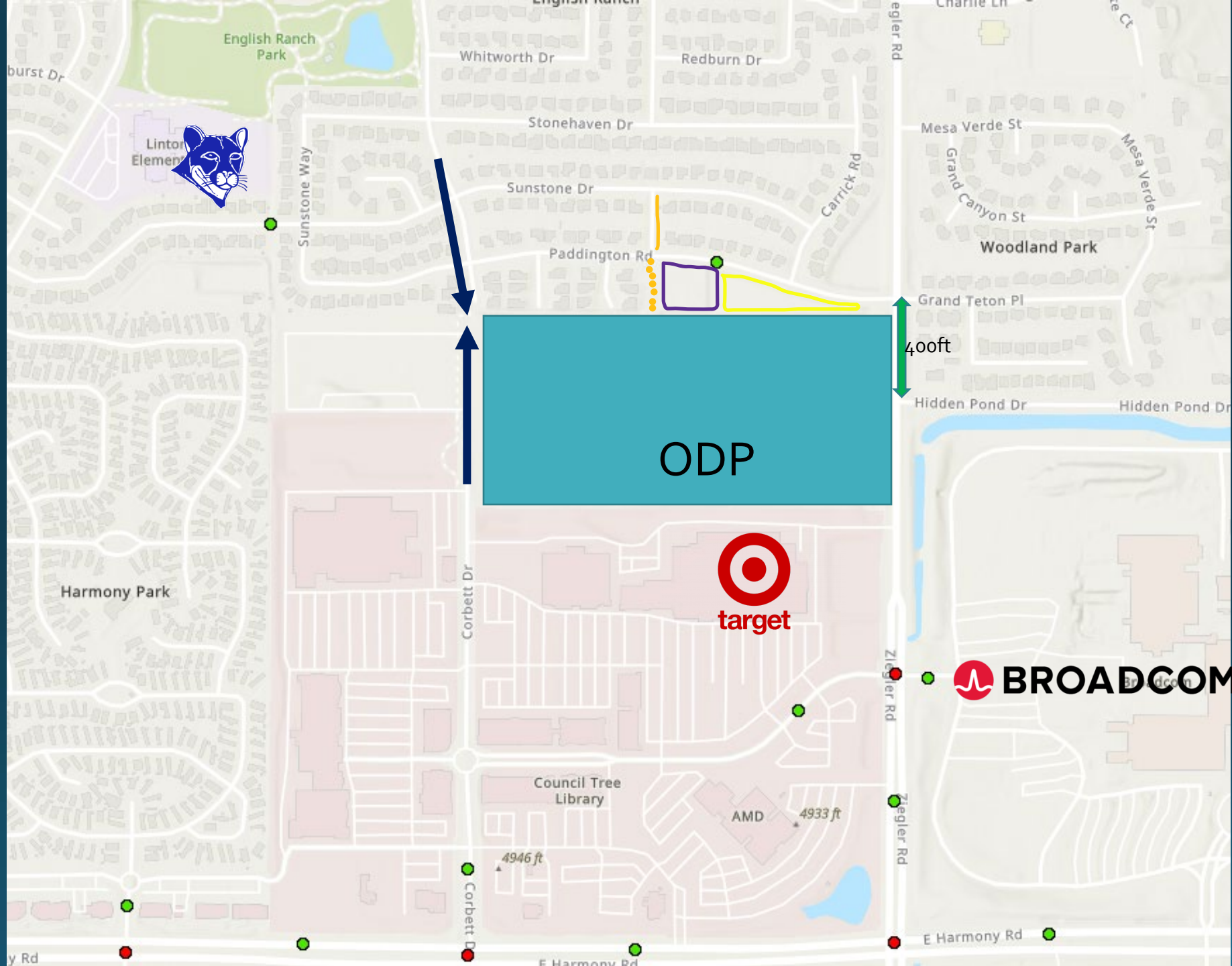


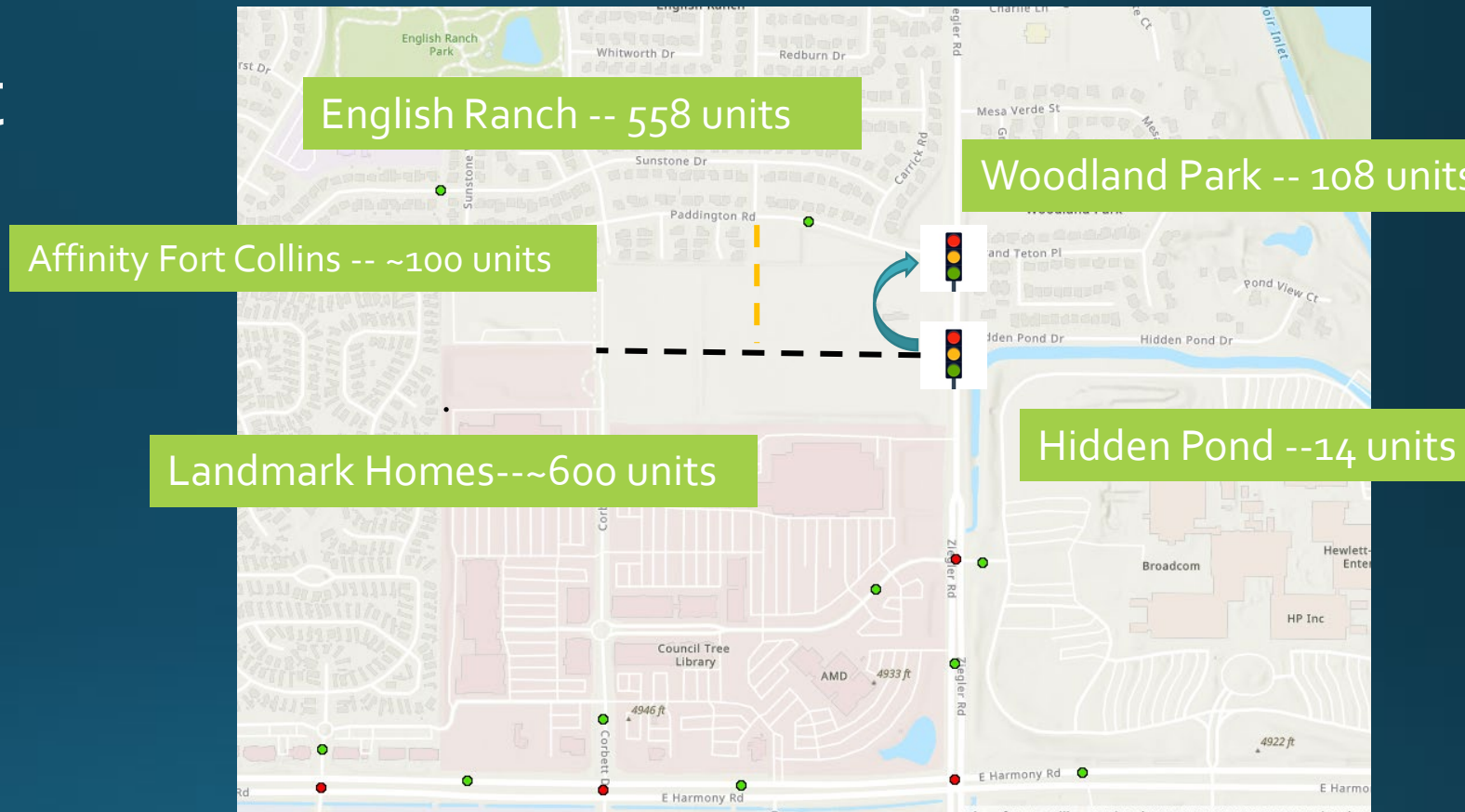
Lacey Joyal

Ziegler/Corbett ODP Appeal





To put it simply, we want to get the light right. We want to move the proposed stoplight 400ft to the north and establish a street connection between English Ranch at Edmonds and the ODP.



Moving the light to Paddington is feasible.

From the Staff Report to the P&Z Commission (Ryan Mounce, page 4) acknowledges this:

“Staff feels a signalized intersection at the Ziegler/Hidden Pond intersection OR a connection between the ODP site and Paddington Road and a signal at Ziegler/Paddington/Grand Teton are both feasible options”

Moving the light to Paddington is feasible... but it requires a street connection at Edmonds into the ODP

Currently the P&Z Commission has allowed “Alternative Compliance” to Section 3.6.3 to replace a local street connection from English ranch neighborhood with a bike/pedestrian only connection to the ODP.

For reasons I will discuss in later slides, we believe the ODP should be fully compliant to connectivity standards and have full transportation access.

But most importantly, the street connection is required for a light at Paddington, because it fulfills the traffic conditions to “warrant” a stoplight at Paddington.

Why did City planners recommend Hidden Pond?

City planners chose to recommend Hidden Pond as the stoplight location because some neighbors have been opposed to a connector from English Ranch since 2010.

From the Staff report, page 3

“...staff also felt **absent updated Council guidance**, a local street connection would duplicate a condition which stakeholders and City Council had previously taken action to remove (in 2010).”

Because the decision in 2010 to not connect English Ranch to Front Range Village is being now used to justify the light at Hidden Pond, we think it's important to revisit some of the considerations around this decision from 2010.

2010—the backstory

In 2010 and into 2011, as Front Range Village development was in its early stages, English Ranch neighbors were concerned south-bound drivers would “cut through” English Ranch to get to the new shopping center. City Council listened to their concerns and agreed to disconnect Kingsley from Corbett Drive. At the time, there was considerable talk about the ramifications to future developments. The City Council was in agreement that future developers would have connectivity into English Ranch. I want to revisit some of these conversations and documents.

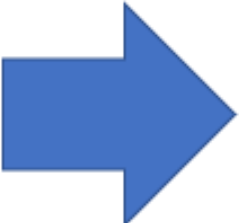
Future Connectivity contract (provided by Ryan Mounce, pages 317, 318)

ITEM 5, ATTACHMENT 8

December 14, 2010

Page 11

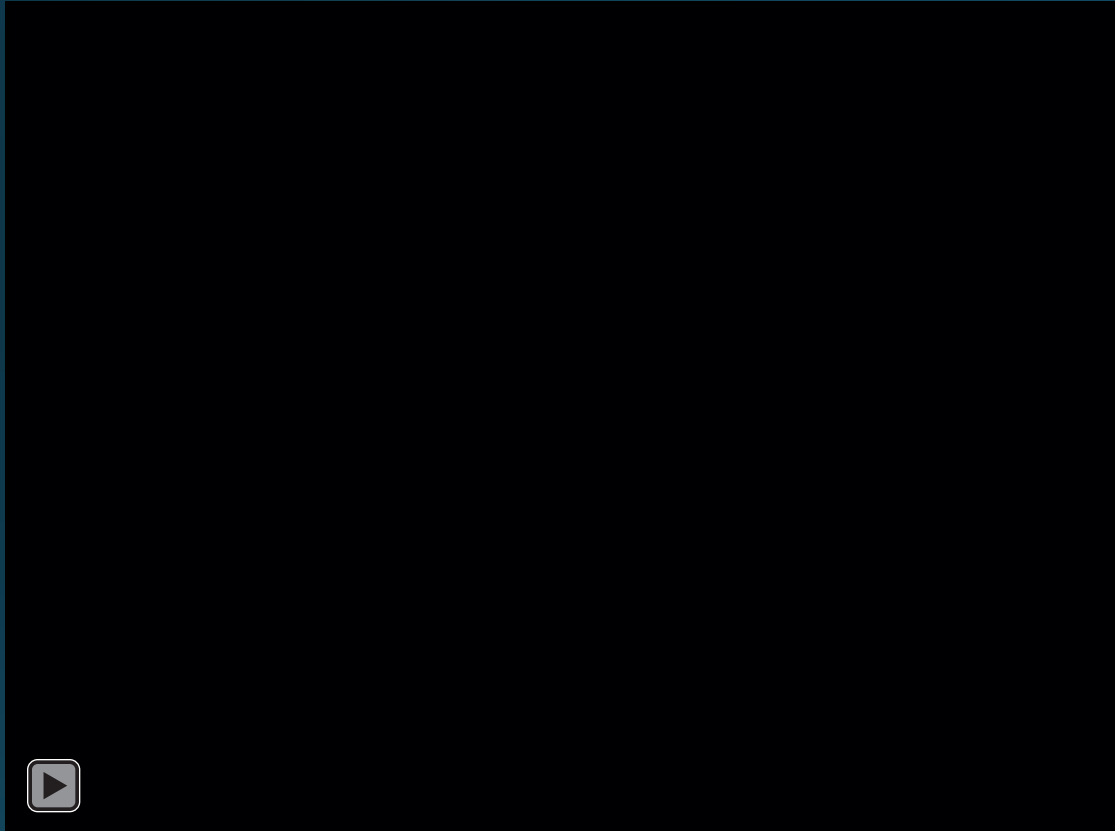
\$75,000 for a neighborhood traffic calming plan along Corbett Drive through 2015. A section of the agreement related to streets also notes the potential for a street connection to the English Ranch:



"It is understood and agreed that future development(s) may connect the public street system in the English Ranch neighborhood with this Development, and that such connectivity has the potential to allow cut-through traffic and other perceived negative impacts to the English Ranch neighborhood. In recognition of this potential and in response to comments at public meetings preceding the Development's PDP approval, City staff and representatives of the Developer considered a variety of traffic calming options for the neighborhood that can be implemented in the future when the street connections are completed."

The draft Master Street Plan appendix outlines the preliminary staff analysis. All the data is not in yet, but a preliminary recommendation is that the Corbett connector street connection be removed from the MSP. A local street connection from within the currently vacant property may still be necessary and required by the Land Use Code at the time the vacant property south of English Ranch develops, regardless of the removal of the collector street designation from the MSP. The decision about street access and connections will be made after input from the neighborhood and developer, in conjunction with the submittal of a development plan for the vacant property. An initial list of positives and negatives associated with the Corbett Drive extension is below. This list, as well as the overall analysis, will be updated based on input received in December.

“What happened to connectivity?” Kelly Ohlson



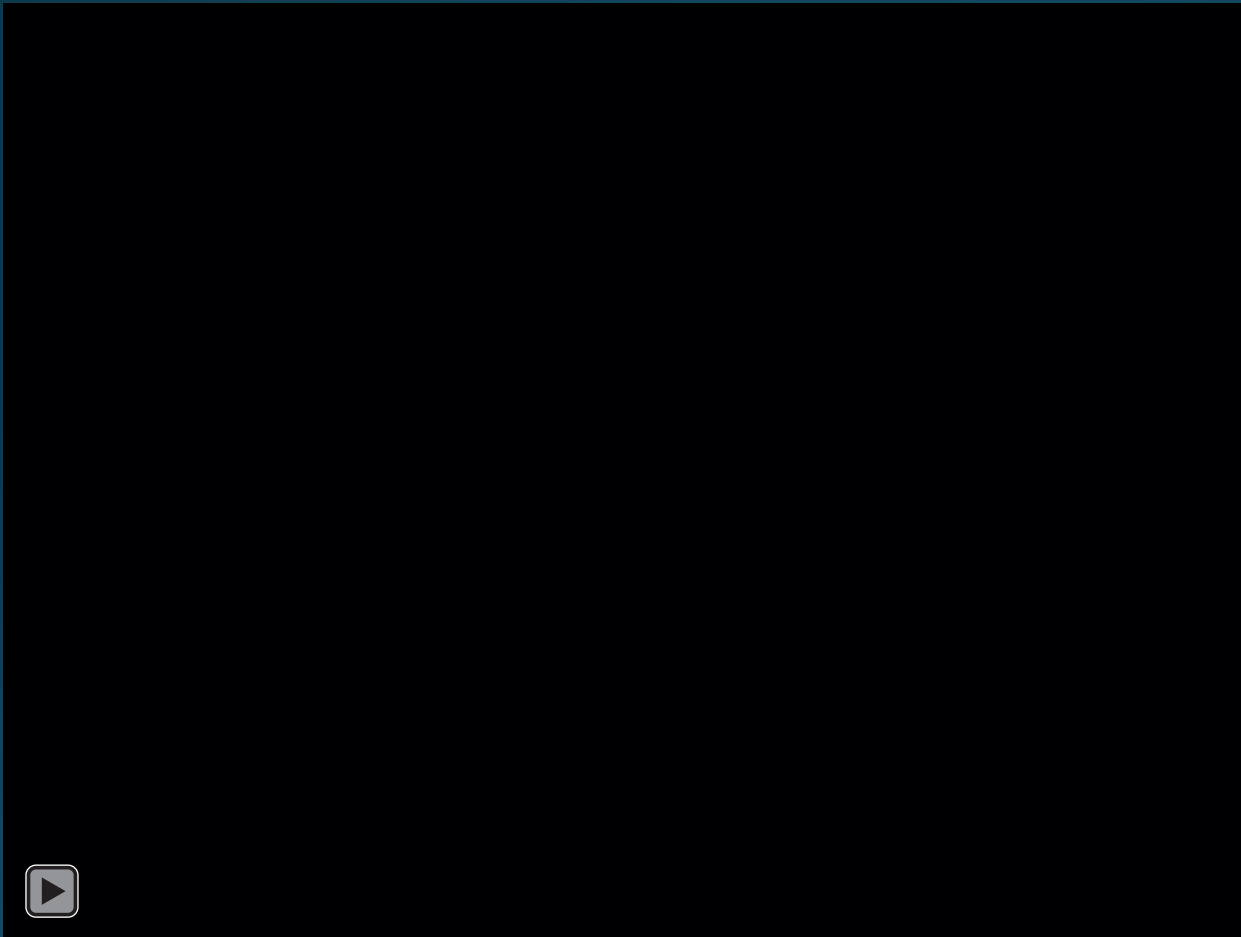
Dec 14, 2010 Work Session part 2

<https://youtu.be/cRy3W4mSRCM>

“Connectivity is one of the major issues of transportation. And so, how often are we going to throw one of the major, if not the cornerstone of transportation, connectivity, throughout the community, based on public feedback, under the bus?”

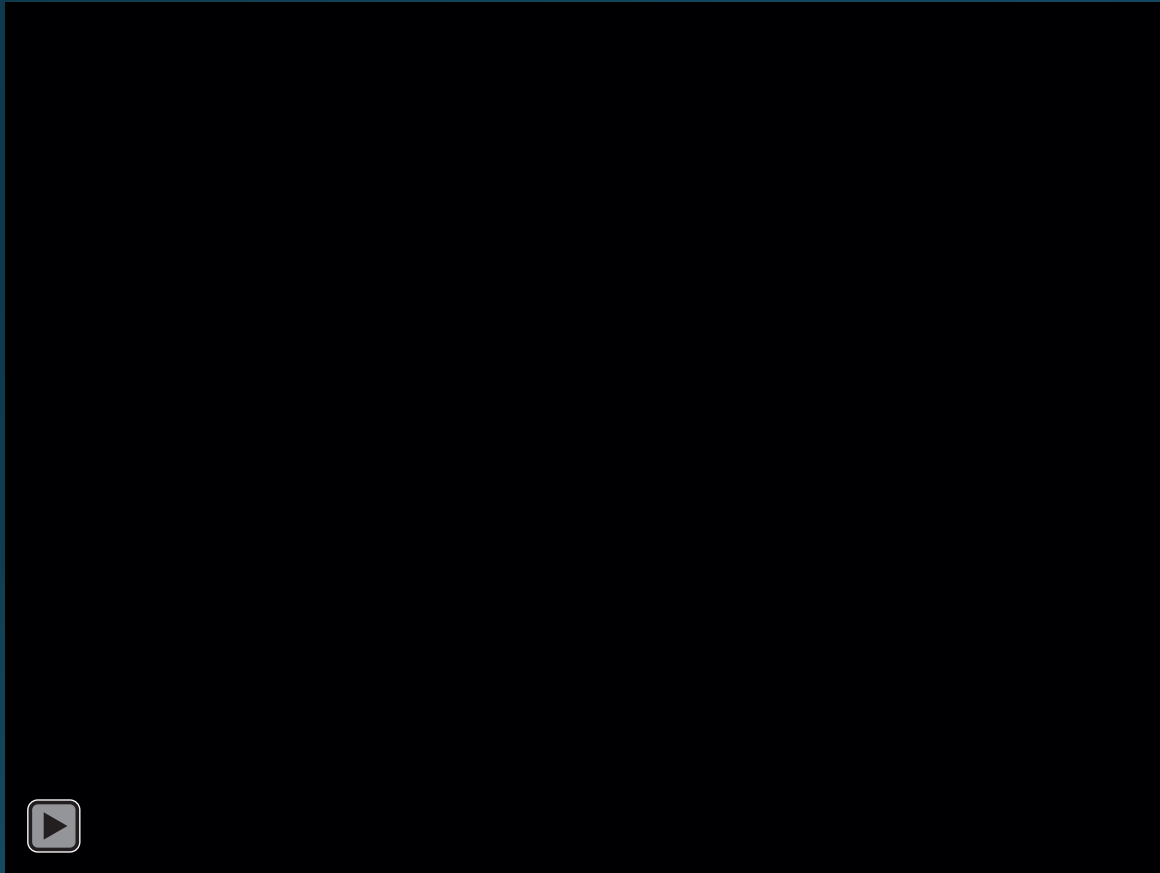
What happened to connectivity?

“Our plans and our policies are predicated on connectivity.” Matt Wempe



“...If you do remove that collector street connection, that doesn't necessarily remove a street connection to that property. Because, again, as Kelly points out, our plans and our policies are predicated on connectivity. And obviously that bleeds down into our land-use code. And Steve Dusch has said, pretty much, that land-use code would require a connection. Because right now English Ranch ODP has a street stub out south of Paddington. It will most likely require a connection, it doesn't have to be a collector street.”

“There will be street connections” – Diane Jones



“But the point that we’ve tried to emphasize to everyone is that there will be some street connections and they have to have access into and out-of, but it will not be a ‘collector.’ ”

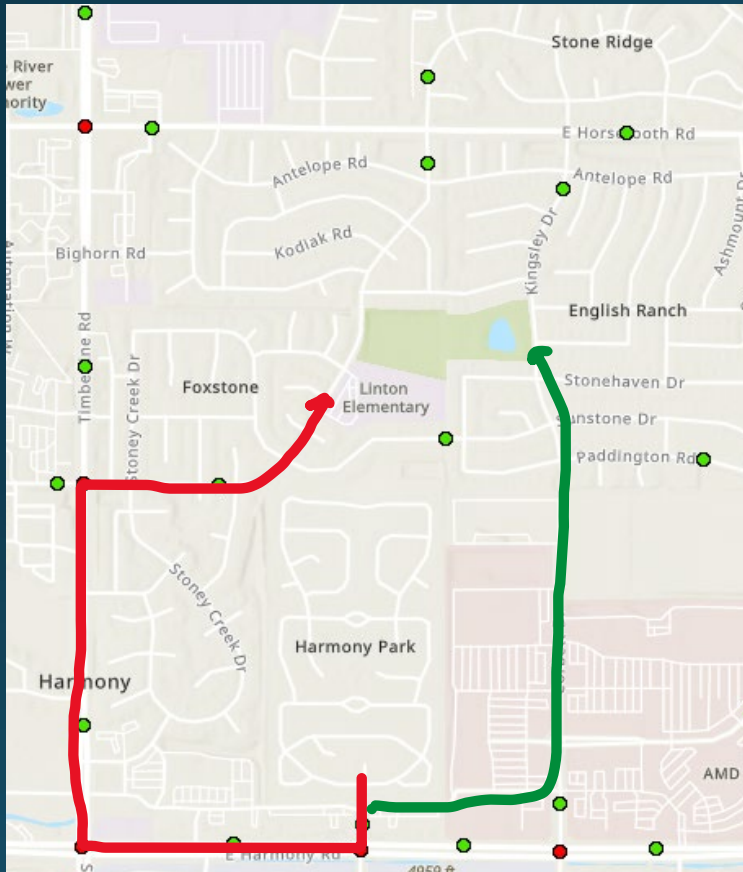
The importance of Connectivity

To reiterate, from the Front Range Village contract and these 3 City officials, you heard:

- How important connectivity was
- How plans and policies are predicated on connectivity
- Their intent that there would be street connections between English Ranch and any future development.

Why is connectivity so important? I want to share some of the unintended consequences to our neighborhoods based on the 2010 decision to break connectivity between Kingsley and Corbett.

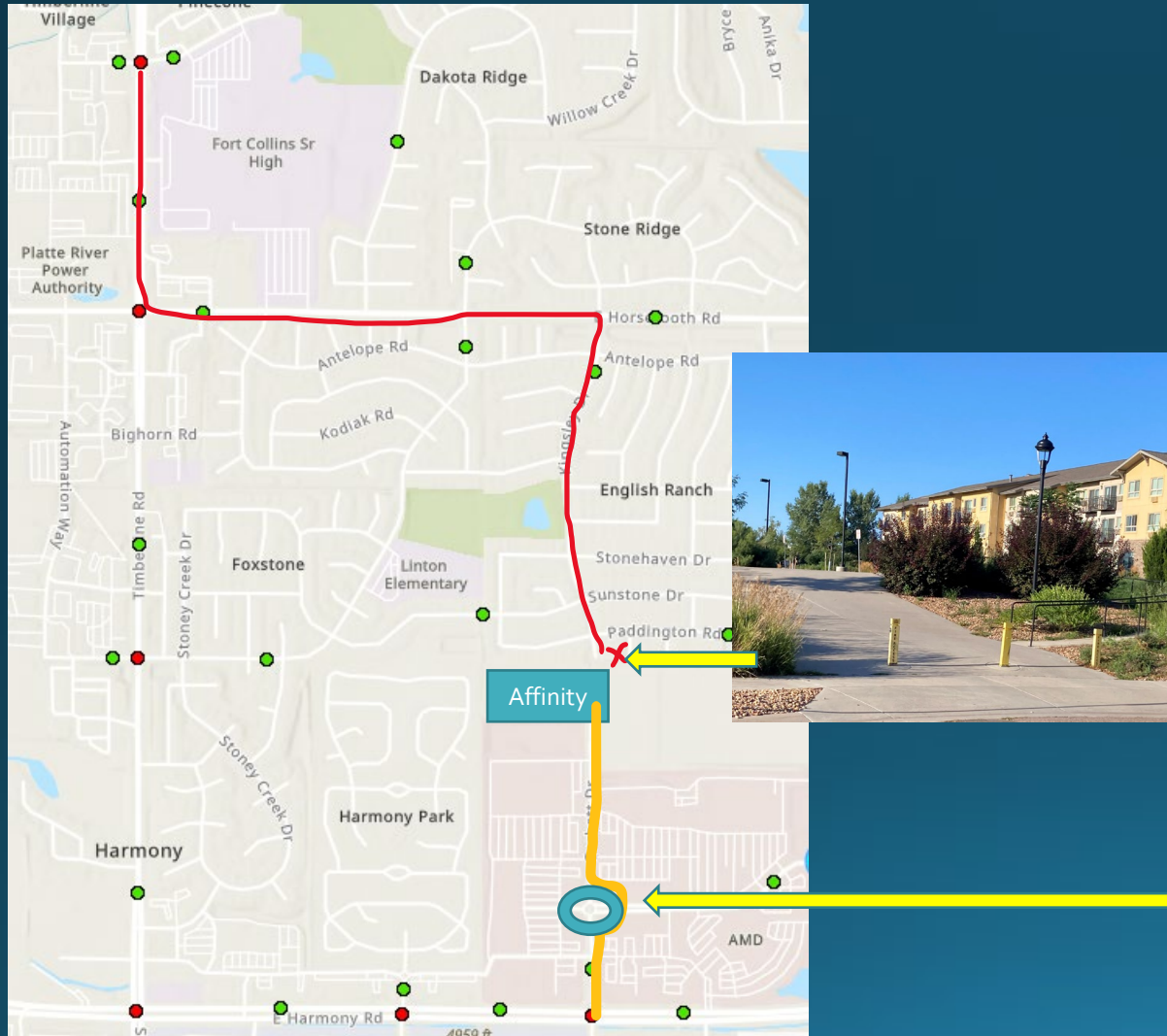
Harmony Village



For residents of the Harmony Village Manufactured Home Community who drive to Linton Elementary you drive an extra 1.6 miles. (There are paths for pedestrian/bike access.)

To drive to English Ranch park, you also have to go all the way around instead of going straight up through Corbett to Kingsley.

Affinity Fort Collins

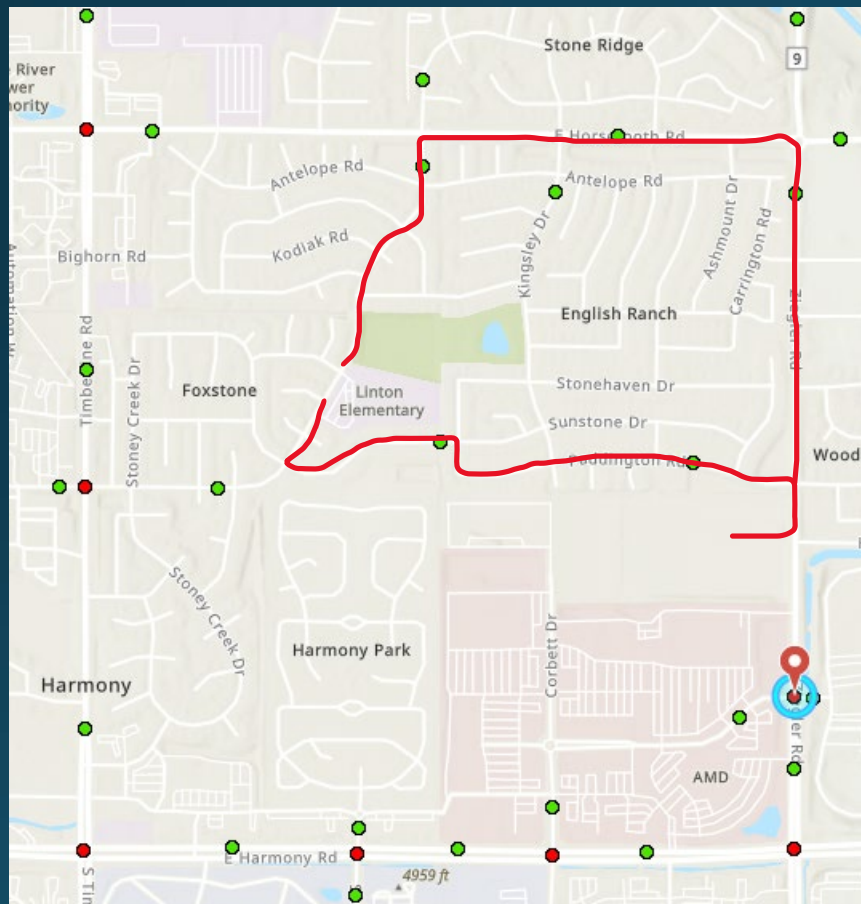


The ~180 residents of Affinity Fort Collins Senior Living Apartments have only one access point—Corbett Drive. This is highly atypical (and potentially critical) for an apartment building of this size.

Emergency vehicles are met with welcoming commercial-grade bollards at the south end of Kingsley. Emergency vehicles can not get to Affinity Fort Collins without first lowering the bollards. (This has happened in the past.)

Once the new development is complete, the roundabout at Council Tree and Corbett will have increased volumes of traffic. Affinity residents have already expressed difficulty with walking through the roundabout, and this will get worse.

Future Residents of Landmark Homes



If you're a new resident of Landmark Homes, and you want to drive to Linton Elementary or the park, you can:

1. Turn left on Ziegler, then wait to turn left on to Paddington for several minutes, the drive is ~1 mile.
2. Take Ziegler to Horsetooth, and Horsetooth to Caribou. Your drive is ~1.6 miles.

As currently planned, with no connection at Edmonds, the hundreds of new residents will see Paddington out their windows but have no vehiclular access to it. These future residents weren't at neighborhood meetings to plead their cause.

We can be better

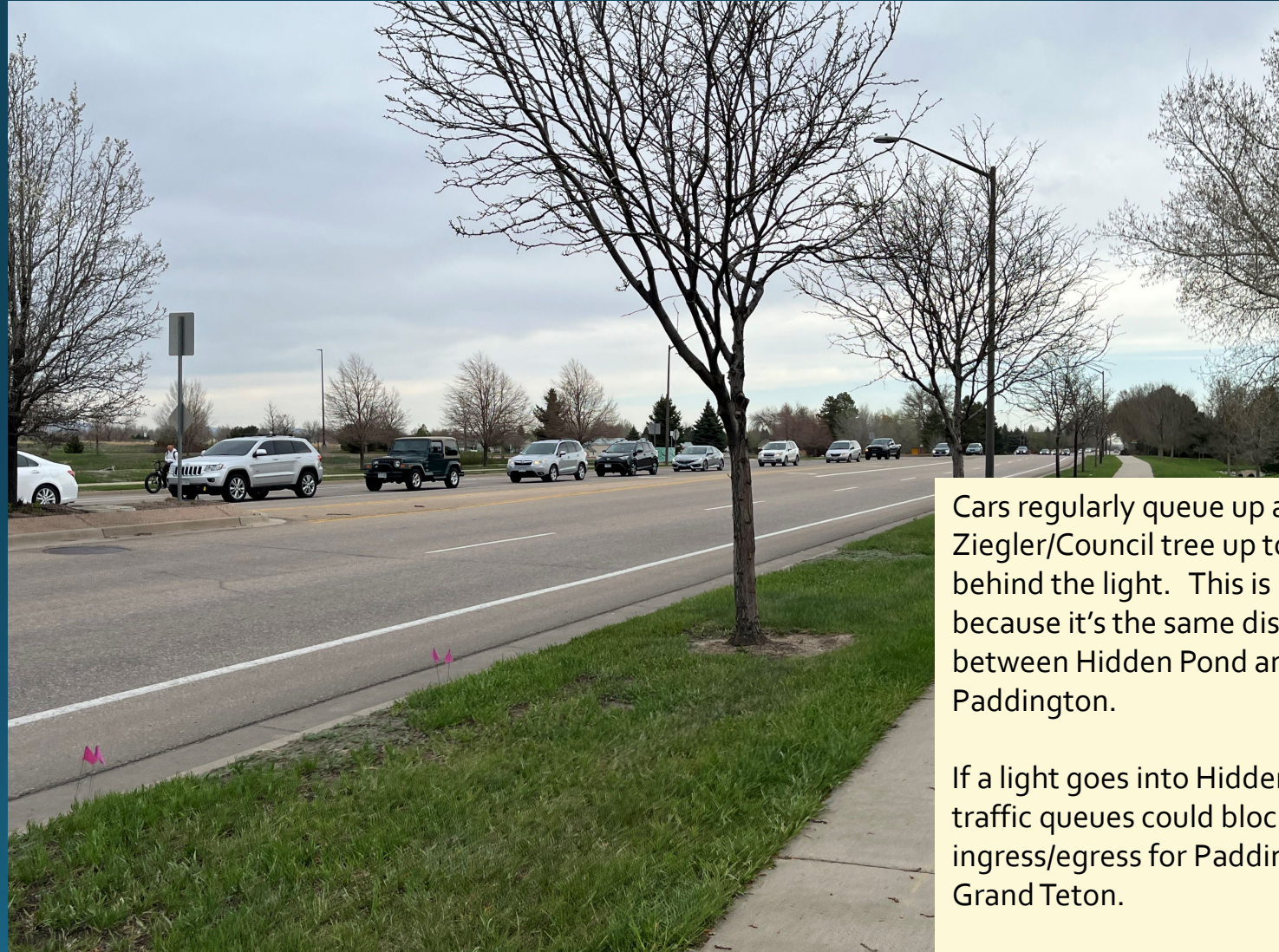
If you didn't hear me say it explicitly, it's been historically marginalized groups (low-income households and seniors) that are paying the price in extra driving distance, reduced connectivity to schools and parks, and reduced access to emergency services because these street connections were broken.

But we have a chance now to get this right. We have the opportunity now to correct this by connecting the neighborhoods at Edmonds.

We want to connect Woodland Park and Landmark homes to its neighborhood school and park and knit together these neighborhoods.

If we get connectivity right, we get the light right.

Ziegler – Traffic Burden



Cars regularly queue up at Ziegler/Council tree up to 400ft behind the light. This is important, because it's the same distance as between Hidden Pond and Paddington.

If a light goes into Hidden Pond, these traffic queues could block ingress/egress for Paddington and Grand Teton.

Ziegler – Traffic burden (continued)

Delich traffic study, pages 24 and 25, Short-range study (2028)

TABLE 3 Short Range (2028) Background Peak Hour Operation			
Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Council Tree-HP Access (signal)	EB T	D	D
	EB T/RT	D	D
	EB APPROACH	D	D
	WB LT	D	D
	WB T	D	D
	WB RT	D	D
	WB APPROACH	D	D
	NB LT	A	D
	NB T	A	B
	NB RT	A	A
	NB APPROACH	A	B
	SB LT	A	B
	SB T	A	C
	SB RT	A	B
SB APPROACH	A	C	
OVERALL	A	C	
Ziegler/Target Service Access (stop sign)	EB LT/RT	D	E (43.2 secs)
	NB LT	B	B
	OVERALL	A	A
Ziegler/Hidden Pond (stop sign)	WB LT/RT	C	C
	SB LT	B	B
	OVERALL	A	A
Ziegler/Paddington-Grand Teton (stop sign)	EB LT/T/RT	C	D
	WB LT/T/RT	F (109.9 secs)	F (166.9 secs)
	NB LT	B	B
	SB LT	B	B
	OVERALL	A	A



Ziegler – Traffic Burden

Delich traffic study, long-range study, (2045)

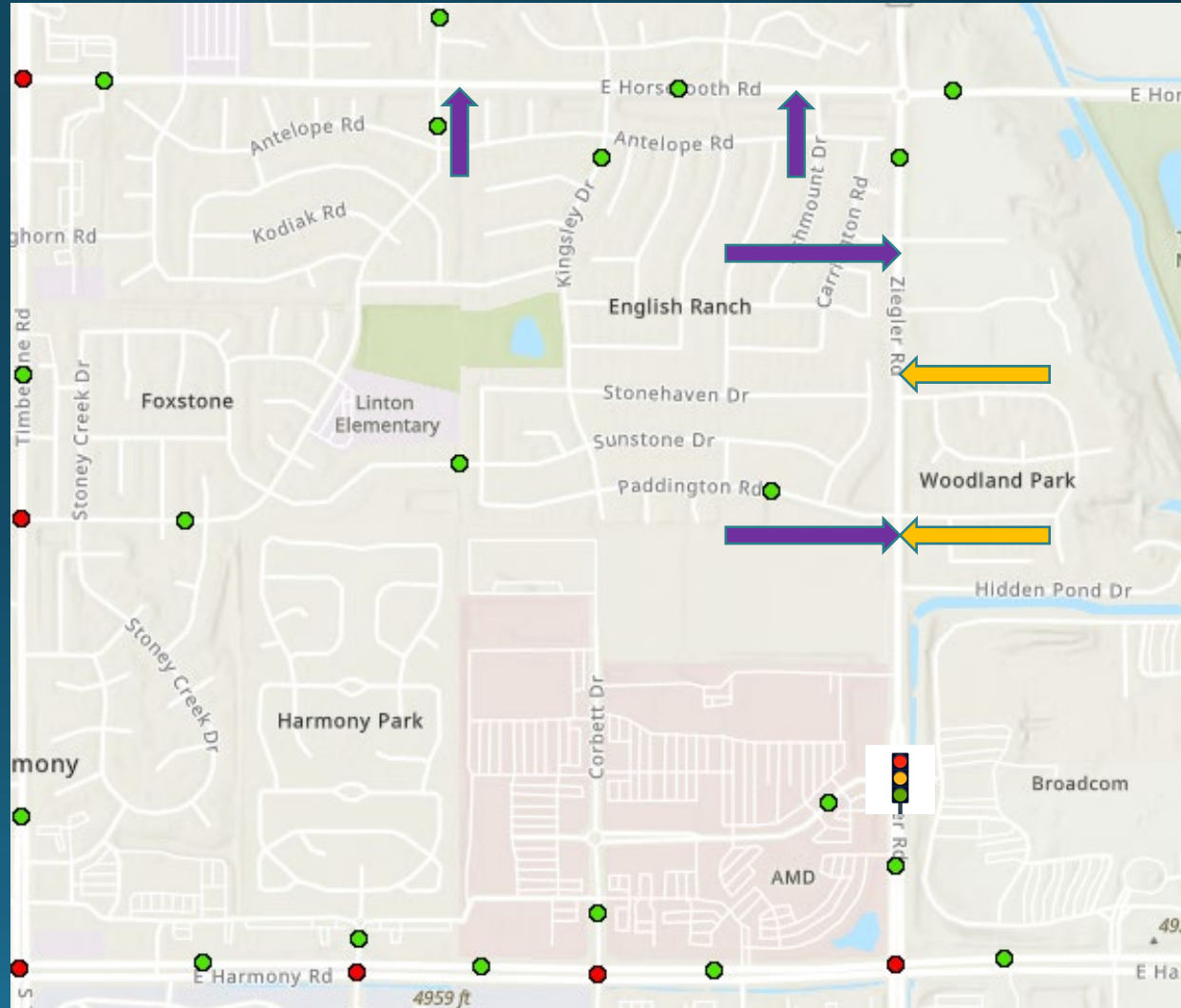
TABLE 4
Long Range (2045) Background Peak Hour Operation

Intersection	Movement	Level of Service	
		AM	PM
Ziegler/Council Tree-HP Access (signal)	EB T	D	E (72.8 secs)
	EB T/RT	D	D
	EB APPROACH	D	E (66.6 secs)
	WB LT	D	D
	WB T	D	E (59.6 secs)
	WB RT	D	D
	WB APPROACH	D	D
	NB LT	A	E (63.2 secs)
	NB T	A	B
	NB RT	A	A
	NB APPROACH	A	C
	SB LT	A	B
	SB T	A	C
	SB RT	A	B
	SB APPROACH	A	C
OVERALL	A	C	
Ziegler/Target Service Access (stop sign)	EB RT	C	C
	NB LT	B	C
	OVERALL	A	A
Ziegler/Hidden Pond (stop sign)	WB LT/RT	D	E (35.3 secs)
	SB LT	B	C
	OVERALL	A	A
Ziegler/Paddington-Grand Teton (stop sign)	EB LT/T/RT	F (59.3 secs)	F (255.3 secs)
	WB LT/T/RT	F (396.6 secs)	F (518.4 secs)
	NB LT	B	C
	SB LT	B	C
	OVERALL	A	A
	WB LT/RT	A	A



Ziegler – Traffic burden, Woodland Park

- Woodland Park residents have no other ingress/egress than Ziegler.
- Woodland Park would be greatly benefited by a controlled stoplight for their neighborhood as traffic on Ziegler grows.
- Children do not cross Ziegler to go to Linton Elementary or to English Ranch park. It adds about a mile to the walk to go down to the light at Council Tree. If you have to drive your student to school (Linton), why don't you go elsewhere?

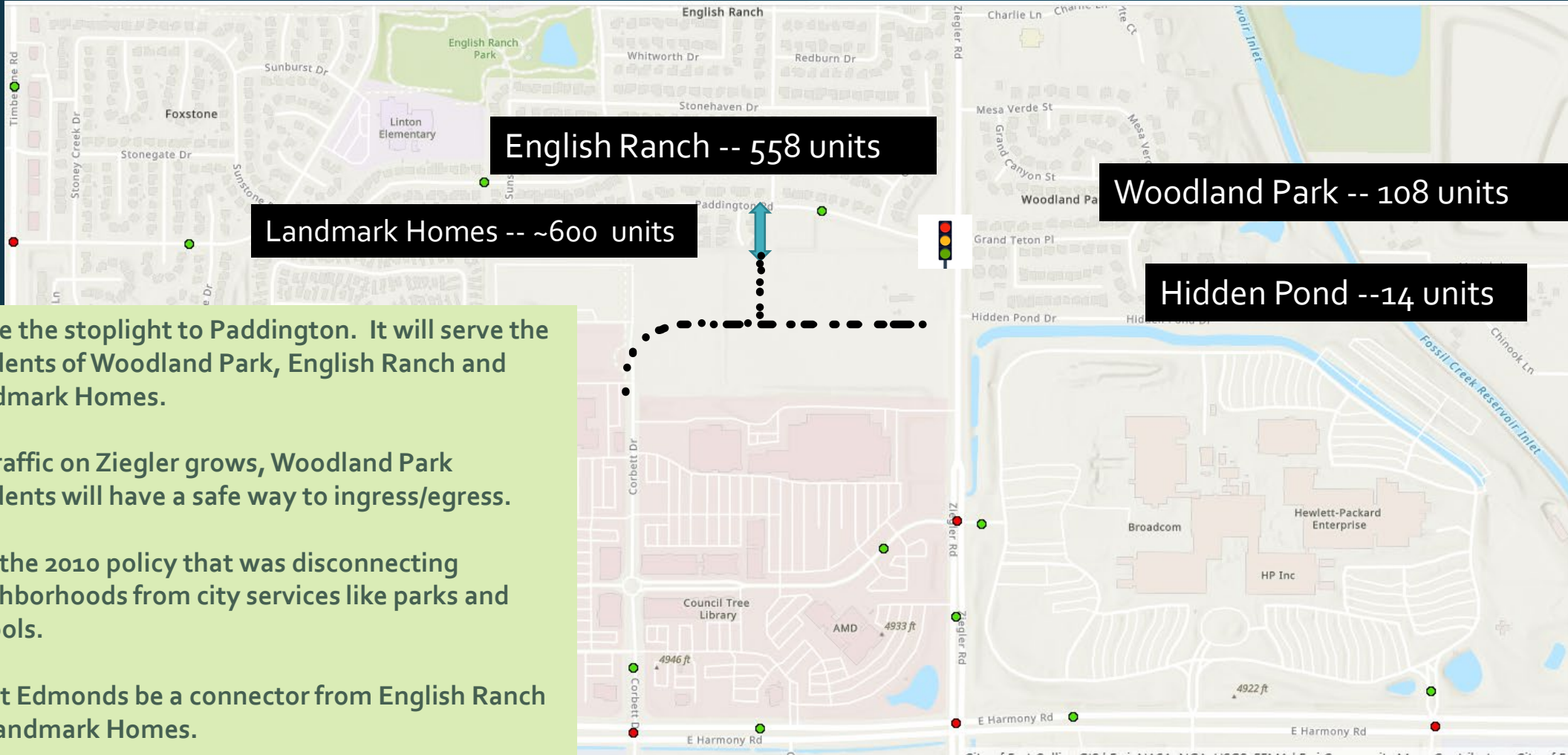


Ziegler – Traffic Safety, Woodland Park

From the Delich traffic study, p 9-10, in the last 5 years and 9 months, there have been **ten** “right-angle” accidents at Ziegler and residential street intersections.



A Better Plan



English Ranch -- 558 units

Landmark Homes -- ~600 units

Woodland Park -- 108 units

Hidden Pond -- 14 units

- Move the stoplight to Paddington. It will serve the residents of Woodland Park, English Ranch and Landmark Homes.
- As traffic on Ziegler grows, Woodland Park residents will have a safe way to ingress/egress.
- End the 2010 policy that was disconnecting neighborhoods from city services like parks and schools.
- Insist Edmonds be a connector from English Ranch to Landmark Homes.

How can City Council help to get the light right?

- Modify or Remand the “Ziegler-Corbett ODP Major Amendment” Planning & Zoning decision and require full compliance to Connectivity standards within Section 3.6.3.
- With verbal language and lawful means designate Edmonds be used as a street connection to the ODP.
- Allow the developer variance to put the light at Paddington and Ziegler.

Thank You

BACK-UP

ZIEGLER ROAD TRAFFIC SOLUTIONS

Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

Option 2: Signal at Paddington, vehicle connection to English Ranch

Pros

- New multifamily development and English Ranch have access to new signal

Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

Option 3: No signal on Zielger, no vehicle connection to English Ranch

Pros

- Upholds agreement for no vehicle access between new multifamily development and English Ranch

Cons

- No signal at Paddington or Hidden Pond



Harmony/Zielger Peak PM

