



## Planning, Development & Transportation Services

Community Development & Neighborhood Services  
Planning and Zoning  
281 North College Avenue  
P.O. Box 580  
Fort Collins, CO 80522.0580  
**970.221.6750**  
970.224.6134- fax  
[fcgov.com/planning](http://fcgov.com/planning)

## Triangle Drive Development Neighborhood Meeting Summary

### Meeting Time & Location

SouthGate Church, 6541 S College Avenue, Fort Collins, CO 80525, October 7, 2019, 6 - 7:45PM

### City Staff:

Sylvia Tatman-Burruss – Development Review Liaison, p. 970.224-6076 e. [statman-burruss@fcgov.com](mailto:statman-burruss@fcgov.com)

Kai Kleer, AICP – City Planner, p. 970.221.6343 e. [kkleer@fcgov.com](mailto:kkleer@fcgov.com)

Martina Wilkinson – Traffic Engineer, p. 970.221.6887 e. [mwilkinson@fcgov.com](mailto:mwilkinson@fcgov.com)

Stephanie Blochowiak, Environmental Planner, p. 970.416.4290 e. [sblochowiak@fcgov.com](mailto:sblochowiak@fcgov.com)

### Applicant:

John Beggs, RLA – Russell Mills Studio, p.970.484.8855 e. [jbeggs@russellmillsstudios.com](mailto:jbeggs@russellmillsstudios.com)

Mark Johnson, RLA – Goodwin Knight p.719.598.5192 e. [mjohnson@goodwinknight.com](mailto:mjohnson@goodwinknight.com)

Michael Delich – Traffic Engineer, Delich Associates

### Presentation Summary

#### *Planning/Development Process Presentation*

- Project has submitted a preliminary plan to-date only.
- Next steps include a full submittal to the City including traffic study, lighting plan and other technical reports.
- Next steps include 2-3 rounds of Project Development Plan (PDP) review until a Public Hearing scheduled.
- The Planning and Zoning Board would be the decision-maker for this project if it moves forward.
- The applicant has not submitted full formal application yet.
- Public comments are welcome at any point during development review process for this project.
- Project area is in Medium Density Mixed Use Neighborhood (MMN) zone district.
- 12 units per acre is minimum density for MMN.
- Planning and Zoning Board can Approve, Deny or Approve with Conditions.
- If approved can then go to Final Development Plan (FDP).



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### *Applicant Presentation/Proposal*

- The applicant is Goodwin Knight out of Colorado Springs
- They are affiliated with Challenger Homes
- Biggest difference between the initial concept and this plan shown tonight is a shift of 5 multifamily buildings closer to College Ave
- This project would have its own clubhouse and amenities
- Open space connections linking east to west
- Currently "over parked" in /near apartments by about 40 parking spaces
- Duplex area - mix of studio, one bedroom and two-bedroom units and street-like private drive and open space buffer around edges of units
- Trail connection from southern part of property up to Shenandoah S College Corridor Plan regional trail
- Ditch company has requested to pipe the ditch
- Townhomes proposed on southern end near wetlands area
- Working with an environmental engineer on the wetlands and Ecological Characterization Study (ECS)
- ECS will direct applicant team on mitigating wetlands displaced along north of wetlands and re-create wetlands elsewhere
- Traffic engineer has worked on Triangle Dr and College intersection and this project would trigger need for a signal there

### Questions & Answers during the Meeting

Q: What about Avondale coming out at Trilby?

Applicant: Signalization is based on volume thresholds. Full traffic study is still in process and will evaluate if signal is warranted at Avondale. Current conditions do not trigger Avondale traffic signal or Triangle Dr traffic signal.

Q: Does signal go in before or after development goes in?

Applicant: Generally, goes in before.

Q: Because of the number of children in the neighborhood and the Coyote Ridge Elementary school there will be a ton of children walking on the streets. Will the traffic study take this into account?

Applicant: Pedestrian analysis also included in full study.

Q: It is unsafe for children crossing the street near Triangle and Strasburg Drives because of people going 50 mph down Triangle Dr. Can we get a crosswalk with lights?

Applicant: Pedestrian crossings design informed by full traffic study. What was previously mentioned can be part of the pedestrian crossing design, if warranted.



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Q: Can we get speed bumps?

City followup response: Speed bumps are a part of the City's Neighborhood Traffic Mitigation Program (NTMP) and separate from development proposals. A neighborhood petition with strong support for bumps is required before they will be installed. There are bumps being installed in Triangle this fall. If the neighborhood wants to pursue additional bumps, they should contact Traffic Operations at 221-6630 to begin that process.

Q: Can the entrance be located farther south and not Triangle Dr?

Applicant: It is the Developer's intent and South College Corridor Plan's vision to align Strasburg Drive with the new street. A curb cut has already been installed with the expectation that this will connect.

Q: Scientific method for counting traffic? How did you come up with these numbers? "They seem erroneous to me."

Applicant: Traffic engineer does go out physically with click counters at the intersections. There are several thresholds for signalization of an intersection that can be considered.

#### City Staff Response

- The Traffic Operations Department reviews proposed developments in the City of Fort Collins. This project has not been formally submitted, so the City does not yet have a study or analysis or data to review. The City will keep all these comments from tonight in mind when reviewing the project.
- When reviewing application there are specific standards and requirements for how to evaluate the traffic study
- The City understands the interest in signalization, and the College / Triangle intersection is expected to be signalized. The reason we are judicious in installing signals is because almost always a signal will create rear-end crashes. We want to make sure that the benefit of the signal outweighs the expected increase in rear-end crashes
- The analysis includes assessing balance of benefits, and safety impacts to determine the best option for the community

City Staff Response to Pedestrian questions: The applicant will have to review Pedestrian levels of service and identify various walking routes, including those to school

Q: Why doesn't the developer or City have to build Avondale out to Carpenter Road.

Applicant: The remaining leg of the connection between Carpenter and College is privately owned - if the applicant does not have control over that property then City cannot force them to build that portion of the intersection.

Q: Currently there is a dip in the road along Trilby and it becomes extremely difficult to see cross traffic vehicles when trying to turn. Traffic backs up from College. What is being done about this?



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City Staff Answer: The City is planning a capital project at College Trilby intersection that will address various safety, capacity, operations, and bike/ped needs. This includes additional lanes such as right turn lanes.

Q: Studies have been done previously. Why can't those be used?

City Staff Answer: Any time a traffic study is older than one year, then, City asks for updated study.

Q: Residents in area have no access to trails or public transportation in a safe way and cannot get down to Long View Trail - what is being done about that?

City Staff Answer: City transportation staff are currently looking at ways to improve Trilby Road so that it can accommodate direct access to the Long View Trail.

City Staff Comment. South College Corridor Plan was crafted to address priorities of pedestrian and bicycle connectivity for Harmony down to Carpenter Rd. In addition, development projects is when trail connections get made

Q: When will the gap get developed along the frontage of the nursery?

City staff Answer: The capital project for College and Trilby will include pedestrian connections. There may still be gaps along some private property frontages. Sometimes the City can address that, otherwise it takes the redevelopment of a site to fill in those connections.

Comment: Concerns about traffic again from Ridgewood Hills Fourth. "Would like City to be proactive and avoid a traffic disaster."

Comment: "I want to see the City extend Avondale to Carpenter Rd - they don't have to wait for development."

City Staff Response: There are many needs throughout the City, and the challenge is that in large part the funding for a lot of City transportation system is funded through development – and fees that are paid at the building permit stage. The reality is that a lot of time the City does not have additional funding for off-site improvements.

Comment: "You have a traffic disaster now, the City CAN make that connection. The City can do that. And I'm asking the City to be proactive.

Comment: You all have re-engineered College and Trilby five times in past years. There is waste in money happening.

City Staff Response: City has made minor improvements to add efficiency and support safety. The larger effort for a capital project and addition of lanes is a very different scale than what's been done to date. It will also require right-of-way acquisition.



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Comment: These 400 units are already approved and we're opposed to that.

City Staff Response: The project is not approved. The project has not even been submitted to the City yet. It will be carefully reviewed if/when the project is submitted for review."

Comment: The traffic pattern for this project is fundamentally flawed.

Comment: We lived in Fort Collins since 1968 and I've watched the City lurch as it grows and try to keep up. What you're doing is pathetic. There is no safe way to get out of our neighborhood. Look at the problem, look at the situation, do the right thing.

Q: How is the proposed project getting to Avondale? The road doesn't extend through Ridgeview Fourth into the proposed project's property.

Applicant: We plan on making that connection.

Q: What about College / Trilby?

City response: The issues at College and Trilby are being addressed through the capital improvement project currently in design. The City shares the concerns about the functionality of the transportation system.

Comment: Traffic is traveling too fast in the neighborhoods

City Response: We have a Neighborhood Traffic Mitigation Program and we can work with neighborhoods on the potential for bumps. We require a neighborhood driven consensus process through a petition because some people love them, and some people hate them. I would encourage you to let me know if you're willing to be the neighborhood champion and want to circulate a petition for physical neighborhood calming efforts like speed bumps. We also have a safe route to school program, and we can work with Coyote Ridge Elementary School on that.

Comment: "They did not let Lakeview on the Rise make left turns onto College. In other areas nearby, there are over 1000 proposed units of rentals. That's a pretty high density of rentals. There's 250 units of manufactured homes. These are taking our property value down. There's no avenue to get in and out safely. Our quality of life has gone down. I would like the City to comply with their street standards. People are parking on the streets all over the place.

Comment: When is the City going to listen to us and when are they going to give us back our quality of life?"

Q: Will the College / Triangle signal accommodate a 4<sup>th</sup> leg?



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City Response: The College and Triangle signal could accommodate another leg in the future on east side of College Ave if property owner there would want that. There's a leg very close by that may prevent that.

Q: What is going to happen at Trilby and College and WHEN?

City Response: The Engineering Capital group is overseeing that project and would have the details on timeline. The multi-million dollars of federal funding associated with the capital project is either 2021 or 2022.

Comment: Regarding the schools – especially at Coyote Ridge - I've heard they are at capacity.

Staff member from Coyote Ridge Elementary response: Coyote Ridge Elementary is not at capacity.

City Response: City staff reached out to school planners to discuss. These developments as they are submitted are routed for review to school districts including Thompson Valley School District.

Comment: We're supposed to have 80-ft setbacks on HWY 287 and all arterial roadway. That requirement is a part of master plan between Fort Collins and Loveland. I also see a lot of garages and the viewshed goes away and you won't see the barn. We have completely forgot about the area between Loveland and Fort Collins. Last night the traffic was backed up all the way around Duck Lake. We must talk about this holistically.. There's going to be traffic issues. There WAS a plan between Fort Collins and Loveland. This WAS clustered development before the City annexed."

City Response: There is a community separator plan that is just south of this property. That is along Long View Open Space.

Comment: Regarding Architecture - who wants to drive along there and see all garage doors."

City Response: One comment Historic Preservation made was to maintain a viewshed from college to the barn.

Q: What about the garages?

Applicant: We're shifting roadway and angling roadway to create landscape buffer between alley and existing homes

Q: During the planning of the Ridgewood Hills 4th filing the applicants were open to providing natural barriers. I'm disappointed in this proposal because it doesn't have a natural barrier. Can you do more modification to show natural buffer?

Applicant: They would investigate that.

Community Comment - there's lots of wildlife - buffer is better than a fence



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Q: What about the great horned owls?

City Response: An ecological characterization study will survey the existing wildlife make appropriate recommendations. The City's Land Use code provides certain protections for active nests and the Colorado Department of Wildlife will also be a review body of any construction activity that may be taking place near a known, active nest location.

*Follow-up Q&A from questions submitted through email prior to the meeting:*

### **Transportation:**

Traffic plan for Triangle to address fast moving traffic coming into the neighborhood. Speed bumps?

Speed bumps are scheduled for installation along portions of Triangle this fall. If there is interest in speed bumps in other areas (Avondale etc.), that is a process through the city's Neighborhood Traffic Mitigation Program (NTMP). It requires an evaluation, and if it's a good candidate, the neighborhood needs to complete a petition that ensure general neighborhood consensus. The NTMP is separate from any development review process, so the neighborhood could do this with or without the proposed Triangle development. The neighborhood should contact Traffic Operations for more information.

Traffic light at Triangle & College

The intersection of College and Triangle is identified as an appropriate location for a signal through the South College Access Control Plan. The applicant has been asked to complete an evaluation for signalization at that location. It is expected that a signal will likely be necessary, and if so, would be constructed prior to completion and move-in of this proposal.

Traffic plan for Avondale Rd and Trilby backups. Flashing yellow light? Turn lane?

The backups of traffic along Trilby close to Avondale are a function of the limited capacity at the intersection of College and Trilby. The City's Engineering Department is working on the design of a capital improvement project at College and Trilby to add turn lanes, sidewalks, bike lanes etc. The project has obtained several million dollars of federal funding for construction.

Safe sidewalks on Trilby and College to get to businesses & public transportation (*Example of the issue: how many people walk to the meeting vs drive? Despite being blocks away – nearly all will drive.*)

The capital improvement project at College and Trilby will add sidewalks within the project area. Other sidewalk gaps along private property are being constructed as development or re-development occurs.

Safe access to bike trails

The applicant will be expected to provide sidewalks and trails to comply with various standards and adopted plans. Off-site gaps outside the control of the applicant are being constructed as those properties develop and/or through various City programs.

Is there a way to increase the amount of green space so to create an open space between houses backing up to the new development?

This is something City staff can certainly bring up with the applicant design team.





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What kind of natural barriers will be planted between the developments?

The landscape design adjacent to existing neighborhoods can be designed based upon neighborhood input and City staff can suggest applicant team landscape architect reach out to neighbors to understand preferences. City staff also often suggest evergreen tree species for year-round screening and bird habitat.

Can we influence those barriers to have native grasses and plants prior to developing?

Yes. One thing to keep in mind is that with native grasses, the establishment period can be 2-5 years. Additionally, some residents prefer the "messier" look of native grasses and others prefer more manicured looks.

Can the retention pond not be grass-based, but rather keep the old existing trees? (it drives me nuts that so much grass is watered unnecessarily).

Potentially. City Forestry will evaluate all on-site trees for health, size and species. The preference is to keep healthy trees in place and remove hazard trees and at times, invasive species trees. The trees will need irrigation.

Considering the area is home to Preble's meadow jumping mouse habitat, what is the city planning commission doing to addressing the environmental impact on that land? Note that it is also home to elk, cougar, eagles, and coyotes.

If/when the proposed project moves forward, then, an Ecological Characterization Study (ECS) must be completed and submitted at least 10 days prior to the project development plan (PDP) submittal. The ECS is a baseline assessment of the habitat, wildlife use and ecological value of the project area. This includes assessment of sensitive and specially valued species, threatened and/or endangered listed species such as Preble's meadow jumping mouse. The ECS requirements are outlined in City of Fort Collins Land Use Code [3.4.1 Natural Habitats and Features](#). I am also attaching a quick two-pager about the ECS requirements.