



**Community Development & Neighborhood Services**  
Planning  
281 North College Avenue  
P.O. Box 580  
Fort Collins, CO 80522.0580  
**970.221.6376**  
970.224.6111- fax

## **NEIGHBORHOOD INFORMATION MEETING SUMMARY**

**PROJECT:** Capstone Cottages PDP

**DATE:** July 24, 2014 (2<sup>nd</sup> Neighborhood Meeting)

**LOCATION:** City of Fort Collins, Streets Facility Training Room

**PROJECT PLANNER:** Pete Wray

### **Project Planner Presentation Summary:**

The Capstone Cottages Project Development Plan (PDP) is in the process of staff review. This neighborhood meeting represents the second neighborhood meeting for the project this year, after the first meeting held in February. The purpose of the meeting is for nearby residents and neighbors to ask questions, and provide additional feedback and input about the project as it continues to evolve. The applicant is here tonight to share information and the changes that have occurred since the last neighborhood meeting.

The discussions tonight are being recorded, not verbatim but reflecting a summary of the notes taken. This summary will be shared with citizens who attended the meeting, and the decision maker for the project, the Planning and Zoning Board.

### **Applicant Presentation Summary:**

Capstone Collegiate Communities is the developer of the project. The applicant, represented by Linda Ripley with Ripley Design as consultants, provided a general overview of the project and changes since the 1<sup>st</sup> neighborhood meeting and initial submittal.

The project site is located north of Lincoln Avenue and east of Lemay Avenue. The project proposes student housing that will include approximately 180 dwelling units. The consultants have done a lot of student housing projects and some of the questions and concerns they often hear are: the density is too high, the building is too large or out of scale, the buildings are too tall, there's not enough parking, and increased traffic. The presentation focuses on how this project responds to these concerns.

The site has two different zone districts. To the west is Medium Density Mixed-Use Neighborhood District (MMN), requiring a minimum of 12 units per acre. The other portion of the site is zoned Industrial (I). As part of the project, a rezone request of the Industrial zone to Medium Density Mixed-Use is proposed.

Several changes have occurred since the first plans were shown in early spring. In the spring, the proposal was for underground detention, the extension of Duff Drive would stop at mid-block only to allow access into the development, and a normal T-intersection was proposed at International and Lincoln. New changes have been

proposed that show the former T-intersection as a roundabout, as it has been determined a roundabout is the best solution for this intersection given its proximity to the Lincoln and Lemay intersection. The other changes are that the land east of International is now reserved for above-ground detention to hold the stormwater for the entire project and that Duff Drive will now continue west to a cul-de-sac at the future intersection with the realigned Lemay.

With the proposed extension of Duff, it is now so close to the neighborhood, there is an opportunity to provide a vehicular or pedestrian connection, or both. On those days when traffic is backed up on Lemay and you can't get out, this would provide a back-door. It would be an informal, interim street until the future Lemay was built. In order to do that, the developer would have to purchase the land, but if the neighborhood is interested in this, they is willing to negotiate for the land – the applicant is looking for feedback tonight if this is a good idea or bad idea. The applicant is also looking for input on the roundabout as the project moves forward.

Since the previous plan, the units on the east side of International are now gone because of the detention and roundabout. The applicant has concluded they are going to have to incorporate some of those units back into the rest of the project for it to remain feasible. There are many variables with the number and location of units, and this could still shift. Once project details are formalized further, the applicant will come back and have another neighborhood meeting to show revised plans.

The units being proposed as a part of the project include single-family cottages around the project perimeter. These units would have 5 bedrooms. There are also plans for duplexes, with two units adjoined. Each unit reflects a 2-story, single-family scale building. In the center, around the clubhouse there is a 3-story townhome project. This is interior to the project. Overall, there will be approximately 180 units with the intent that it blends into a single family neighborhood.

There are multiple unit types, and within the same type of units such as the single family units, they also vary in architecture. The look is very similar to a single family neighborhood in terms of architecture, size, scale, and orientation to the sidewalk. There will be many amenities provided at the clubhouse in the center.

Early on, as part of the traffic study, it was determined about 40% of the traffic would head to the west, about 45% would go south to downtown and the university, another 5% that would go south but take 12<sup>th</sup> street, and another 5% east out Lincoln Avenue and only 5% of the traffic would go north by Andersonville.

### **Questions, Comments & Responses:**

**Question (Citizen):** How did you come up with the trip generation figures?

**Response (Applicant):** The project is student housing, so most will be headed to the university, and the major accesses will be Lincoln or Lemay, so most trips will be headed in that direction. A few trips headed north, potentially to King Soopers. There could possibly be trips heading east to the I-25 corridor.

**Comment (Citizen):** Do you know that going east on Vine is not going to get you to I-25 because there are no exchange ramps. When Matt Delich was at the last meeting, he said the 5% could be as high as 20% going north, as I asked him that question and he was going to do more research on this.

**Response (Applicant):** For data sheets we came up with the numbers with the City from their direction on how to scope the project. The project was scoped with a student housing focus.

**Comment (Applicant):** John Atkin, who was here for the last meeting, said that by law they cannot restrict this to only students, but it is designed for and marketed towards students. In all the student oriented projects they

do, they find they don't have many people that want to live there with other students. It's not to say a student may not graduate and continue to live at the project another semester, but it's unlikely a family would move in.

**Comment (Citizen):** The traffic is all structured towards students, but the traffic study could be flawed with false assumptions because there is the potential for non-students living there. There needs to be a reality-check about what could happen and for the traffic study to be updated accordingly.

**Response (Applicant):** We're trying to produce a traffic study about what we expect to happen – we could add more information if this wasn't a student project in the future.

**Comment (Citizen):** If you're looking to bring traffic into the neighborhood, I don't see Lemay being a more straight shot. The project should pay its share, have development pay its own way and pay and build realigned Lemay to the Duff Drive intersection, and allow people to get into the neighborhood.

**Question (Citizen):** When is the realigned Lemay supposed to happen?

**Response (Applicant):** That is more a question for the City; we don't have any control over that.

**Response (City):** Our capital projects department could best answer this, but we can tell you it is on the books and what we want to do, and what we think needs to happen for this area to begin development to the northeast. We're working through the next cycle of budgeting right now, and there is an offer within the budgeting process to begin the design of realigned Lemay. We should know more this fall whether the design was funded or not.

**Question (Citizen):** Lemay turns into Lindenmeier, how is that going to work?

**Response (City):** Existing Lemay goes straight, and the proposal is that in the future it would be routed around the east side of Andersonville, have an overpass over the railroad tracks and Vine Drive, and then resume back to the existing alignment that Lemay takes now north of Vine Drive.

**Question (Citizen):** I don't know how far it goes and where it turns into Lindenmeier, but there's always been a problem there with mail.

**Response (City):** You mean with the addressing? If there is a challenge with that we can check with those who help with addressing to see if they know of any issues or problems.

**Question (Citizen):** Are they still working on the new road in there that goes through Lindenmeier?

**Response (City):** There are two roads they are looking at; one is "New Vine." Existing Vine is really constrained and the proposal is that "New Vine," which would be located north of the current Vine would help carry a lot of the existing east-west traffic that uses Vine drive right now and move it away from the railroad tracks. We also have a challenge with Lincoln in this area where it comes out at Timberline – it's a problematic intersection with safety issues. The Master Street Plan shows that International would be extended and connects from Timberline around the airpark to Lincoln. This extension of International has been one of the challenges for the applicant and development team to make this work.

**Comment (Citizen):** They're building so much above us to the north.

**Comment (Citizen):** The plan for this area is that Lemay would be rebuilt with the overpass and New Vine would come through in the north.

**Comment:** I understood it to be that Lemay would be partially close off.

**Response (Citizen):** They are going to realign it.

**Response (City):** The portion of existing Lemay front of the neighborhoods would remain, but only for use of local neighborhood traffic as a residential local street.

**Comment (Citizen):** One idea I had is that if you look at the realigned Lemay, it's going to be an overpass; it's going to be like having a freeway outside the backyards and be problematic for all of Andersonville – the incline would have to start where Andersonville neighborhood starts. With Lemay being realigned it may help, but what if were to be a 2-lane instead of a 4-lane, and with the money being saved, the property to the east of the neighborhood could be purchased for open space to be consistent with Nature in the City and instead of having a freeway with an overpass you'd have a little buffer and then a 2-lane arterial. We need to build with 2-lane arterials in mind; fossil fuels are a finite resource.

I realize the existing Lemay is impossible for the neighborhood. I think something could happen faster if it becomes 2-lane. There has been some discussion with the utility commission that it could be an at-grade crossing. The study conducted by City staff about whether to pursue an underpass or overpass is almost available for the public to view.

**Comment (Citizen):** When the design is funded, the ideas you're talking about are going to need to be discussed in detail. Right now it's just a fat line on a map.

**Comment (Citizen):** That line may destroy the neighborhood.

**Response (City):** Those comments you're providing are great, there are many variables that have to be taken into account for the future realignment of Lemay or other options -- these are exactly the type of questions that need to be asked and looked into when the design begins for the project.

**Comment (Citizen):** I was on the Planning & Zoning Board when this idea was brought up in 2002 to 2004. This has been on the books for 10 years. The intent was to build something to get the traffic away from the neighborhood. The idea was for the progression from 2 to 4 lanes. You have traffic coming down from the north and vice versa.

The original Vine and Lemay were originally grade-separated; there were tunnels underneath the tracks. It was this way and it worked until the City came in and closed the tunnel and now we have a problem. If you proposed something different than what we have on the books for New Vine and Lemay, we may just be shifting the problem east with the added pollution and waiting from signals or train traffic if the crossing is still at-grade. It would be beneficial for the applicant to build the new section of realigned Lemay to Duff Drive, providing a good intersection for the neighborhood to use to enter and exit from.

**Response (Applicant):** The plans are proposing a connection to the existing Lemay. Eventually when realigned Lemay is built, the connection would be closer than it is now.

**Response (Citizen):** You're not helping because the portion of realigned Lemay going up to Duff is not yet built. If they aren't connected you make them go down to Duff and International to Lincoln. You need both connections to make your traffic work. I would advocate getting that piece built with the project development and it will demonstrate our philosophy that development pays its own way.

**Question (Citizen):** We have fought for a traffic light at Buckingham and Lemay and keep getting shut down -- that we can't have it unless we have more traffic, and here with this development we're going to have more traffic. Can we get this light now, or are we still getting shut down? I would like to see Duff go all the way to Buckingham.

**Response (City):** We have had a lot of discussion about the existing intersection of Buckingham and Lemay. There are challenges with considering an interim signal including the fact that the intersection does not currently meet signal warrants. Ultimately it's planned for the new intersection to the east when Lemay gets realigned. We don't know when the connection to Duff Drive will go over to the curved alignment. This drawing is showing a potential local connection to Buckingham and 10<sup>th</sup> Street as an option for the existing residents of the neighborhoods to have the choice for access to and from the south. We're continuing to review the project as it involves, if there is support or not support for the street connection or a pedestrian connection and we're looking for feedback for this tonight.

We've identified some neighborhood projects as part of the Lincoln Corridor Plan and there was an interim sidewalk planned down to Lincoln where there are existing gaps from the bank to the north and a small gap between Walmart and the apartments. We think this project can achieve one of the projects identified through Lincoln Corridor process by providing a sidewalk down the side of the realigned Lemay alignment.

**Comment (Citizen):** At a recent council meeting about the Lincoln Corridor, it was mentioned that no Community Development Block Grant (CDBG) money was going to be used for roads/streets and that the City didn't have money to go out and add the streets and sidewalks. Why can't CDBG money be used to build better sidewalks and connections? Why make the developer pay for it when we have money to pay for it in conjunction along with the developer money. I think this CDBG block money should be explored. You need to have something substantial that could be enjoyed by all, and the money is there if you use community block money.

**Question (Citizen):** Is there a sidewalk next to the bank?

**Response (City):** Yes. One project we identified for Lincoln was to continue the sidewalks, but there are timing considerations. If the realigned Lemay is funded, it will dead-end and the old portion of Lemay is rebuilt to a local street, and the funding for that will include sidewalks.

**Question (Citizen):** I'm assuming the project is going to pay the street oversizing fee for that intersection anyway? How much further away from the gap are they to achieve what you want to do? How much more is needed?

**Response (City):** This project is responsible for their local street improvement portions adjacent to their project. They would provide their local street portion of curb and gutter and sidewalk adjacent to their project.

**Question (Citizen):** So would they be contributing to the realigned Lemay?

**Response (City):** The developer is required to build their local portion. If the development on an arterial, the developer is reimbursed for the difference in cost between the larger street over the cost of a neighborhood street (This is called "street oversizing"). In this proposal, they're proposing the trees and sidewalk in the ultimate location, but not the curb and gutter. If they were looking to build it today, it would be interesting to see how the new Lemay would intersect with the existing Lemay – it may make more sense for that portion of new Lemay to be built at a later date with the realignment. If that's something the neighborhood wants to see we can look at how it could be engineered -- how would you have the new portion built and operating but still tie into the existing north-south Lemay?

**Response (City):** There is a standard for separation of the intersections. Engineering would be concerned about two intersections so close together. The developer has to escrow the money right now regardless. It sounds like some of the comments are leaning towards the idea of a connection into the neighborhood may be beneficial, however?

**Response (Citizen):** I would scrap it. If you put the road in, if that is part of it, you're going to make the people meander to do it. People would come in through Lincoln and International – you could be creating artificial traffic congestion with the meandering route. This thing has been on the books for 10 years, and if it could be built, build it and make it easier for everybody and the residents could go into and out of, you'd have a better flow of traffic, contrary to the traffic study which I think is skewed. You'd have more harmonious solution and better compatibility standards.

**Comment (Citizen):** Traffic is a huge concern; it is going to break this neighborhood. If we can't get this to work, redesign the project. It comes down to Adequate Public Facilities. You have a project here that is going to hurt this neighborhood based on my knowledge and experience with the City.

**Comment (Citizen):** I don't know how much support the City has backing this development, but from what I have painfully heard with the Lincoln Corridor Plan, the City was hell-bent on getting that built, so it didn't matter what people from the neighborhood said. My concerns are: it's only for students; we need affordable housing for the working class people and I continue to have to fight on that note, and we need affordable housing for people that are working minimum wage jobs. If you look across the street to the apartment complex, it doesn't fit. The cottages are lovely, it's a beautiful development that is solely geared for students, but I feel like it doesn't fit with the neighborhood and will continue to gentrify the neighborhood. Those are serious concerns I have. If the City is hell-bent on getting this development through, then we need to make sure we get something for the neighborhood. That traffic on Lemay is going to make everyone pull their head out and it feels like our concerns fall on deaf ears. College Avenue has lights so close together; I don't understand why we can't have a light here on Lemay.

There needs to be some things for the neighborhood, they are long-overdue. I feel angry because I don't ever see anything that comes forward for the working-poor. I don't see the housing for the low-income, for the Hispanic community, for those working minimum-wage jobs; where is their housing? That needs to be addressed. I need to know how much the City is backing this development to happen, and if it's a done deal please tell me so I can save time and energy. You find some way to relieve the traffic on Lemay and I'll be quiet.

**Response (City):** With any development project, it's never a done deal; the City doesn't advocate or push for the project. It's in the review process and things continue to evolve to make sure the project meets our standards. Ultimately the decision-maker decides if the project is meeting the standards. We are facilitating the development review process. This is a large, complicated project, and a lot of issues associated with the project and one of the purposes of the meeting tonight, for instance, are to hear from everyone about the connection to the neighborhood. If you can't get out on Lemay, does the connection provide an alternative option, is that a viable option or not?

**Comment (Citizen):** The notification process is evolving and hit a train wreck today; some of us didn't get notified of this meeting. All of the sign-in sheets in March, I didn't get notified even though I signed in. If Betty had not called me, I wouldn't have come because I wouldn't have known about it. How many people got missed from the last notification? This is a very big concern, is it purposeful exclusion? Please fix the process.

**Question (Citizen):** What's changed from March to now in the plans? How many units?

**Response (Applicant):** We can't tell you how many units right now, the plans shown tonight are to illustrate the roundabout and the potential connection, but the number of units shown on this drawing is significantly less than what was shown in March. We can't do the project without more units – when we figure out where these units will go we will be back here to have another neighborhood meeting. We know it's going to be about 180 units; it will be under the 12du/acre minimum required in MMN district. The intensity is there because of the number of bedrooms, but we will be requesting a modification for less density than is required.

**Question (Citizen):** What is the cost difference between a street and roundabout?

**Response (City):** Depends on the design of the street and roundabout. Without a roundabout, the Master Street Plan would have required a sweeping curve; it's the geometrics of it, the design, where it would be built. The proposal now is for a roundabout and the reason for this and why staff is okay with the option is because originally the T-Intersection wasn't going to function well as a stop-controlled intersection with the traffic volumes anticipated. A signal was proposed but that is difficult due to proximity with the Lincoln/Lemay intersection. We want to eventually minimize the volumes we have on Lincoln, because we don't want all those cars coming out on Timberline as that is a safety concern for us. Putting in a roundabout keeps our options

open. It provides adequate access for the apartments to the south and from a safety perspective, roundabouts have fewer associated accidents. Given all the uncertainty for the area, we thought this would be a good option.

**Response (Applicant):** When you looked at a full signalized intersection, the cost of that and the roundabout was approximately the same.

**Response (Citizen):** I'm a numbers person, I like to know that.

**Response (Applicant):** Get with me after the meeting and we can look the numbers up.

**Question (Citizen):** What are your accident rates for a roundabout?

**Response (City):** Generally, when you compare a single lane roundabout and a signalized intersection, the regular intersection has 32 ways a cars can hit one another, and a roundabout has 8, and that is reflected in the overall safety statistics. In a regular intersection you can hit head on and broadside, which are the most serious types of crashes. In roundabouts crashes that occur are typically sideswipes, or low-speed rear-ends which tend to not be as severe. The number of accidents and fatalities is reduced dramatically. Roundabouts are simply a tool we use; they may not be appropriate everywhere. We think it is a good option in this location.

**Comment/Question (Citizen):** I think it is a great project. Are you going to put a fence up? Being commercial next door to you we don't always have the greatest looking lots. The detention pond works for that as a buffer.

**Response (Applicant):** Yes, the detention area will serve as a buffer, will be landscaped as well. We actually have the property a little on the east side of International and further up, that would be landscaped and might be detention as well. No plans at present to put a fence up as there is no reason to. It's putting the front door to the street and hiding parking behind the units.

**Comment (Citizen):** I think the traffic circle will also help the situation and flow a lot better, so people won't have a need to use the local streets including Duff Drive and Webster Street. .

**Comment (Citizen):** These people have been here forever and they are getting squeezed out. I live at Collins Aire Park, and you have Timbervine going in next door, are they going to wipe that out too? Why can't there be spaces for trailers to go in there. This seems like it should be on the west side of campus. It doesn't seem right.

**Response (Applicant):** I keep hearing the need for affordable housing and there is the need for it, but it's sort of like comparing apples and oranges. The City is not building this project, it is being built by a private developer looking to make a profit; it's not like the City controls the land and can decide what is going to be built. This developer isn't going to build affordable housing, and as far as I know the City isn't negotiating for control of the property; City staff can't change that right now. It might be nice to have a presentation at the next neighborhood meeting concerning affordable housing options the City is exploring overall.

**Comment (Citizen):** I think it would also be wise to explain the difference between the different types of affordable housing and what's more in demand. There's also a city code coming up to consider that every development project in the future would incorporate affordable housing or money in lieu.

**Response (Citizen):** That doesn't help us now, and while a beautiful project, I feel it doesn't fit with the neighborhood. I'm seeing 5 mobile home parks are already gone. Our neighborhood, we definitely feel like we're being pushed out, because we have people moving in with money. This feels like its one more layer to gentrify the neighborhood and I'm concerned about that. We have and should have a place in Fort Collins.

**Response (City):** This is zoned MMN, and similar to what you're seeing with the existing parking, there are many options to satisfy the requirements of that zone, it could be additional high density apartments, this student housing proposal is another option. The City doesn't decide the ultimate development proposal.

**Comment (Citizen):** I know you don't have any control over this. We have people that work in restaurants or entry level jobs. Is the attitude that they don't even want those people here? We need housing, it just doesn't work. I wanted to say this so the issue is known.

**Response (Applicant):** We appreciate that feedback. This has been a longstanding challenge and it's been difficult to achieve additional affordable housing in this community. There are some incentives and the City is going to explore other options to hopefully ensure we see more outcomes along these lines.

**Response (Citizen):** This is the first time we're being introduced to student housing on this end of town. I feel like student housing shouldn't have a place on this side of town when we have so many families that need affordable housing.

**Response (City):** Student housing and its chosen location has continued to evolve over the past 10 years. Recently, we've seen more student housing projects going further and further away from the main campus. In this area, there is also Aspen Heights up by Conifer and North College, under construction. Like Aspen Heights I believe there would be a shuttle service for this project as well.

**Response (Applicant):** There is also a City policy that student housing should be distributed throughout the community, not just concentrated next to campus.

**Response (Citizen):** In part, that's how the 3-unrelated policy got passed.

**Comment (Citizen):** The cost of land has gone up. I see around campus private buyers having to compete with the University for properties. CSU has bought so much property and they are already marching south, and eventually they will march east, so these folks have to go where they need to be. I agree this is an inappropriate area for this type of project. We know the impact of The Summit with Capstone on College. It's a royal mess. They're now trying to recover with the parking garage. There is a better job here planning than the other one. We're not being NIMBY here; there are genuine, legitimate concerns for the project in this area. I agree we want to spread student housing around the community, but this is too intense and too much and you're going to break the backs of some of those living in the area. There is going to be diversity impact, income impact, compatibility is going to be a problem because it doesn't fit. We want to let you know what we feel and are seeing; we're nervous about the changes; we all should be nervous given the increases in property values and rents. CSU has a habit of saying we don't solve the housing problem. They have not kept up with demand with the dorms, they have not increased the number of net students who live there because it's not their problem, and they call it a City problem. So now we're all trying to solve CSU's problem, but it's hurting the neighborhood. We have to avoid hurting people.

**Comment (Citizen):** I also had concerns about compatibility. With a birds-eye view, you could see the perspective this affluent neighborhood is to the low-income neighborhood it surrounds. Given its upscale student-housing, there's a good possibility that most students will have their own vehicles. Does the traffic study look at this? Behavior-wise, students will have their own cars. We're talking 2.5 miles to the center of campus from here – I see the advantage of having students all over town, and the city is doing innovating things with TOD and pollution, but I think it's too far from campus. It's going to serve as a means to further gentrify the neighborhoods that are already struggling.

**Response (City):** In this area, most students are going to have their own vehicles. In terms of the traffic study, we didn't allow them to consider the shuttle service or assume a reduction in traffic counts when looking at their impact to the neighborhoods.

**Comment (Applicant):** There will be approximately 180 units. In the first plan there were 182 and now we have less than that, we're down about 80 beds because of the changes to International and the units that were on the east side. With those units gone the project is infeasible, so we have to find some way to recoup those units, or the project can't move forward. That's what the developer is working on now to see how many units they need and where they will go, that's why we will come back for another meeting.

**Question (Citizen):** How many total beds?

**Response (Applicant):** About 800 bedrooms.

**Comment (Citizen):** 842 was the number brought up at the February meeting.



**Response (Applicant):** We did a traffic study with the 841 number. We're saying they are going to have cars, and so we're providing a vehicle for every vehicle. There will be transit opportunities with the shuttle service, mass transit, and we expect some students to ride their bikes. There will be improvements of Lincoln with bike lanes; there will be some students who ride their bikes, but we weren't allowed to factor that into the traffic study. We recognize the students will have cars.

**Comment (Citizen):** I don't like roundabouts as my personal opinion. If it works for you, if that's what you want to put it there...

**Comment (Citizen):** On Lincoln, in the past they had brought up they didn't want trucks or semis going through there. With a roundabout, and you get a lot of semis, it's going to get kind of crazy.

**Response (City):** The roundabout will be designed to accommodate trucks. In this design, because it's on an arterial it is required to handle not only regular trailers, but also the extra-long semis. This roundabout would look similar to the one at Vine Drive and South Taft Hill. There is also a truck apron in the center where back wheels can go for large trucks and trailers.

**Comment (Citizen):** Right now it's a nightmare with all the semis that go along there.

**Question (Citizen):** Can it handle a triple?

**Response (City):** Yes, because of the way the tracking works with the extra hinges, they can track more easily.

**Question (Citizen):** It can handle a 53'?

**Response (City):** Yes

**Question (Citizen):** You're taking the worst case scenario to design and build those roundabouts?

**Response (City):** Yes, that is what it's designed for. When you look at the old traditional intersections, and you get a semi making a turn, they have a problem making the left and especially making the right. In the roundabout you don't have to do that anymore.

**Comment (Citizen):** The roundabouts may take more time to get through.

**Question (Citizen):** Flood insurance – is this area in a flood zone?

**Response (Applicant):** No, this particular site is not in the flood zone.

**Comment (Citizen):** I have to have flood insurance, and I live just down the road from here (along Lemay north of Vine).

**Response (City):** In this area, in various spots, there are flood zones as a combination of either the Poudre or Dry Creek.

**Question (Citizen):** How far down does the floodplain go?

**Response (City):** We don't have a map depicting this tonight; at the next meeting we can bring floodplain maps. (Note: staff met with the resident after the meeting and looked at floodplain maps online.)

**Comment (Citizen):** When In-Situ came in we learned we were taken out of the floodplain.

**Response (City):** The Poudre River floodplain goes through a portion of the Woodward site.

**Question (Citizen):** So they have to have flood insurance too?

**Response (City):** They dedicated more land to provide more spread of the floodplain, and increased the grade of the area adjacent to Lincoln & Lemay.

**Response (City):** The Buckingham neighborhood used to be in the flood plain, but there was a levy built at the Oxbow site, that diverted the Poudre River floodplain away from Buckingham. This corner, it's not in the Poudre River Floodplain, or in the Dry Creek floodplain.

**Question (Citizen):** Why is it just a small area that's in the flood zone that doesn't make sense?

**Response (Citizen):** Call Glen Schlueter at the City, he can help answer these questions for you.

**Response (City):** Flood plains change and evolve, as do our standards. The Dry Creek floodplain has been reduced significant by a lot of projects done way north of Fort Collins. Still a few more projects left to be done through culverts and rechannelizations that will continue to narrow the floodplain down.

**Comment (Citizen):** Last fall with all the flooding, they flooded the fields north of where my mother lives, and her basement flooded because of the underground water.

**Question (Citizen):** Can Glen come to the next meeting and talk about this? He's worked in the Dry Creek part and he would be a great source of information.

**Comment (Citizen):** On the south side of Mulberry, they put in those homes by the ponds and now the houses are getting cracked basements. In Dry Creek, they are replacing driveways and replacing them and the floodplains goes across Mulberry over to Dry Creek in the field by the airport. It's still there it looks like.

**Response (City):** I know there have been issues with driveways and expansive soils.

**Comment (Citizen):** Timbervine is planned for that same area.

**Question (Citizen):** When will the next meeting be?

**Response (Applicant):** The earliest would be 5 or 6 weeks from now for another neighborhood meeting, but we can't commit to an exact timeframe. We would like people to provide feedback on the connections to the neighborhood, if you talk with your neighbors after tonight's meeting and they have feedback, please let us know.

**Question (Citizen):** Is that Lemay portion a viable option to have included with this, to connect to Duff even through it's not the final design? Could that still be built?

**Response (City):** When the two streets come together in a configuration of a "Y" it is problematic with operations and safety.

**Comment (Citizen):** It should get built from Lemay to the intersection on Duff Drive. If it was temporary I would say yes, that would help, and then couple it with it going into the neighborhood, to help move the local traffic off of Lemay. I think that would be a strong gesture on the City and developer that they are committed to the project and the neighborhood.

**Question (City):** Are you saying you want people to be exiting off the realigned Lemay to go into the neighborhood?

**Response (Citizen):** With proper signage, yes.

**Comment (Citizen):** I would encourage the "Y" be built, and have people use the realigned Lemay to enter their neighborhood, and have other traffic continue to use the existing Lemay,

**Response (City):** From a traffic engineering perspective, that works for those going northbound making a right turn. It's really problematic for traffic control, because the rest of the traffic that is going straight is in essence making a left turn. From an operational standpoint you almost never see intersections that have a "Y" such as this. Our standards require intersections to come in within 10 degrees of 90 degrees. If there is a way to look at how we make it work, it would be at 90 degrees.

**Response (Citizen):** You already did a road once like this on West Harmony going west to Taft Hill, where you had a straight road and the new Harmony cut off. That was done when I was on the (Planning and Zoning) board. This is really no different.

**Response (City):** We did close off the access to old Harmony in that circumstance.

**Comment (Citizen):** You could do this on an interim basis until realigned Lemay is fully built.

**Response (City):** The Y-concept cutting across the traffic coming southbound, operationally it isn't something we would allow. We would have to look at all the options. We're hearing there is a preference if there is a roadway connection that is more direct rather than meandering around the new development.

**Comment (Citizen):** I feel that good engineering, good collaboration of everybody, we can make this work. I don't want to just hear "no," I want to hear how we can all work together to make this work.

**Response (City):** Our interest is to find a way to say yes, within an appropriate set of standards and guidelines and everything that comes with it.

**Question (Citizen):** If you did that "Y" like you asked, is your concern about traffic coming back south, could they access Lemay again?

**Response (City):** That's part of it.

**Comment (Citizen):** We have something similar in my neighborhood, with protected left turns onto Timberline near the Timberline/Harmony intersection.

**Response (City):** It can depend on traffic volumes. We can take a look at it.

**Comment (Citizen):** Could you make it a one-way? I've seen it on Lemay with the do not block signs and painting, it gets completely filled. If there is a train, it is terrible. If there is a way to get around this issue, even if it was only one-way, it would be a huge help.

**Response (City):** There is an access proposed right there and we're going to look at that. With the Y's, we tend to see the speeds remain very high. If you have a high speed they become like interstate exits.

**Response (Citizen):** The Y-intersection on North College seems to work.

**Response (City):** That Y was redesigned to be more perpendicular a number of years ago. It wasn't working operationally and from a safety standpoint.

**Question (Citizen):** If Duff went all the way to Buckingham, and because of the increased traffic from this proposed development, could we get a light?

**Response (City):** It's a question that comes up frequently. We're not sitting on this, we do have the intersection on our radar and we know eventually that it may be signalized in the future. Currently, the volumes are low.

**Question (Citizen):** Did I hear you say 16,000 vehicles on Lemay?

**Response (City):** It's in that ballpark. When we look at traffic signals we have to balance a number of things, part of it is definitely how long do you have to wait to get out, part of it is safety, and part is signal progression. In parts of the city our cycle lengths can be 2 minutes. If you put a signal like that in at a minor road, you are going to sit there because most of the green will be on Lemay. We have thousands of intersections but only about 118 signalized intersections and we have 100s where signals are being requested. When you put in a signal, you often see crashes go up, and we are very mindful of this because there can be impacts. One of the complicating factors is if you put a signal in here now, and Lemay is realigned in a few years, it could be a waste of money.

**Question (Citizen):** When will realigned Lemay eventually be built?

**Response (City):** No crystal ball on that right now. We're watching this, and please don't think we're saying no for the sake of it, we're trying to balance these variables.

**Comment (Citizen):** It seems the neighborhoods you don't really want the signal itself, you just want the signal to get in and out of your neighborhood, and it seems you would choose the access rather than the signal. I would say take the one-way and get the backdoor in that is going to get you more bang for your buck. I would take the focus off the light and get the back-door option if you can get the one-way.

**Question (Citizen):** Didn't you mention that the funding of Lemay is incumbent on the BFO process? Which means they have to extend the sales tax?

**Response (City):** We're not sure of the ultimate funding. Right now they're looking at the design. There are also those interested in this being its own separate project to go before the voters, and take it out of Building on Basics.

**Comment (Citizen):** I think if it did go to the voters it would be passed overwhelmingly.

**Question/Comment (Citizen):** Why pay for something you should have in the first place? Extend BOB and include this in it. If you're looking at individual taxes, it's a waste of our money and has no sense and something neighborhoods may vote it down because it's not near them. Don't segment it out. They tried that with the Mason Street Corridor and it got knocked down twice. That is the wrong path.