



**Community Development & Neighborhood Services Planning**  
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## **NEIGHBORHOOD INFORMATION MEETING SUMMARY**

**PROJECTS:** Capstone Cottages - PDP

**DATE:** October 5, 2015 (4<sup>th</sup> Neighborhood Meeting)

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

**PROJECT PLANNER:** Pete Wray

**NUMBER OF ATTENDEES:** 20

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

- Applicant submitted revised plans in mid-August, currently under review by staff (Round 3 of review).
- The information from the neighborhood meetings will be forwarded to the decision maker for the project, in this case a hearing officer. No public hearing has been set yet.
- Project consists of several parcels that have been consolidated; on the NE corner of Lincoln Ave. and Lemay Ave.
- Part of the East Mulberry Corridor Plan
- Zoned for Medium Density Mixed-Use Zoning. The project proposes single family attached dwellings (Type 1 review), minimum average density of 12 dwelling units/acre. The Project Development Plan is not meeting the density requirement, so a request for modification to this standard is included with the submittal.

### **Applicant Presentation Summary:**

- Associates from Ripley Design, Capstone Collegiate Communities, Northern Engineering, Delich Associates all present.
- Rezoning has been completed; proposal for roundabout has been met favorably by City Council (but nothing has been officially approved yet).
- Discovered that units over parking on perimeter of site were too expensive given the public improvements in the project (roundabout, extending International Blvd., dedicating right-of-way, etc.)

- Changes from last submittal: now there are still a few single-family homes on the site, but have added triplexes instead of duplexes. Three-story buildings remain on interior and southern side of the site. Access also remains the same.
- Last time we talked a lot about the traffic neighbors experience on Lemay. What we're proposing is a one-way connection to the cul-de-sac on Duff Drive so you can leave your neighborhood if traffic is backed up on Lemay. There is also no right-out from the property on Lemay to discourage people from turning north into your neighborhood. We believe most students will travel to the west and south.
- Townhome units vary architecturally (3 types of building design) and in number of units per building (3 – 5 or 7, depending on the design)
- No change to amenities.

**Questions, Comments & Responses:**

Q: (Citizen) In relation to the site map, where is the Andersonville Neighborhood?

A: (Applicant) To the north and slightly west

Q: (Citizen) You're saying that housing for 2-3 families will be along International and Duff Drive?

A: (Applicant) Yes, there are some single-family detached buildings. The complex will include single-family tri-plex and four-plex buildings. The dwelling units in these buildings have 5 bedrooms. The townhome units have 4 bedrooms.

Q: (Citizen) A single-family home with 5 bedrooms? Does that comply with You + 2?

A: (Applicant) We're applying for extra occupancy units. You +2 does not apply if you can meet parking and square footage requirements. *(Clarification added after the meeting: extra occupancy units must meet parking and square footage requirements, and are allowed in only certain zone districts, including Mixed-Use Medium Density (MMN), where this project is located.)*

Q: (Citizen) So how many bedrooms are in each of the other units?

A: (Applicant) There are 5 bedrooms in each dwelling unit; 15 bedrooms total in the tri-plex.

Q: (Citizen) So there will be 50 people in each house?

A: (Applicant) There will be 15 people in each tri-plex building. And we still have to request a modification from the City because we don't have the density required in MMN zoning. We have about 8 dwelling units per acre, and the requirement is 12.

Q: (Citizen) How much bigger has this become since last time? What's the ratio of people to parking spaces?

A: (Applicant) Difference: old plan had 195 dwelling units, this one has 201. Bedrooms: 858, this one has 888. Parking ratio is .83 – more than 80% of the bedrooms.

Q: (Citizen) What happens to visitors and people who are in the other 20% of units?

A: (Applicant) In addition to the parking we're providing, there will be parking along Duff Drive that we have not counted. There will be some students who can live here without owning a car. There will be buses/shuttles provided, or they could ride a bike.

Q: (Citizen) In a previous meeting, we talked about Duff Drive not connecting to Lemay. Is that still the case?

A: (Applicant) Duff Drive doesn't connect to Lemay; it connects to the future Lemay Ave.

Q: (Citizen) Are the streets public or private?

A: (Applicant) This would be a private drive built and maintained by the developer.

Q: (Citizen) What guarantee would we have that the exit from the neighborhood wouldn't change when Lemay is built?

A: (Applicant) We'd be happy to put it in the development agreement with the City to make sure it stays.

Q: (Citizen) What if there's a problem (with the cul-de-sac on Duff)?

A: (Applicant) There will be an on-site manager, and you can always contact that person if there's a problem.

Q: (Citizen) In the traffic analysis, you were looking at 5-10% going north. Has that changed? Also, will the parking spaces be part of the lease or do they have to pay extra? Do you have traffic data we can see tonight?

A: (Applicant) The distribution to the north remains at about 5%. Attractions to the north are minimal.

A: (Applicant) We include parking as part of the overall lease. We've compared to other developments, and we think the amount of parking is adequate.

Q: (Citizen) Would like development agreement to state that there won't be a change to the parking being included in the lease. If you charge for parking it pushes students out into the neighborhood.

Q: (Citizen) Have you made changes to the traffic study given the changes to the projects?

A: (Applicant) We did the study in May of this year. We did a supplemental memo when the project changed in August.

Q: (Citizen) Did you update your regression? I don't agree that it's 5%, could be 15-20%. The traffic and additional breweries, and Woodward Governor...the whole study needs to be updated. The study could be flawed. People will be moving differently.

A: (Applicant) The traffic studies we do reflect the morning and afternoon peak hours, in our judgement the 5% number is proper.

Q: (Citizen) I understand that that's your opinion, but that's why this meeting started 7 minutes late today because some of us were stuck in traffic. I'd like to see the traffic study updated with numbers that show 15-20% distribution to the north.

A: (City) The city submittal documents will be available online tomorrow.

Q: (Citizen) They should be emailed so we don't have to go online.

A: (City) Because the files are too large to email, we can send links to everyone who provided their email addresses on the sign-in sheets.

Q: (Citizen) This traffic study is weak, and will give us an inaccurate picture.

A (City): I'm not sure there was a question in there, more a comment on your part that we will definitely take into consideration. Our interest in this is really looking to minimize the traffic headed to and from the north from this particular development. We've heard this from you all at these neighborhood meetings. The section of Lemay to the north is a huge challenge. We were concerned about the right out onto Lemay, which has been removed. When we're looking at the total volume of traffic at Vine and Lemay, the 5% we're talking about here is 1-2% of the total traffic there. It's a very small increase.

Q: (Citizen) The reality is that this project is just too intense from a traffic perspective alone, not to mention other things. A stronger traffic review and assessment is in order to give neighbors comfort and assurance. We don't know when we're going to see the Lemay bypass.

A: (City) We'll make a note and make sure the traffic studies are available for you to take a look at.

Q: (Citizen) Woodward is going in with no roadway improvements at all, and now this will increase traffic by another 50% and still no roadway improvements. When will we improve the roads in the area? I drive these roads every day, ¼ mile backups and lots of traffic.

A: (City) Woodward has been responsible for intersection improvements at Mulberry and Lemay and along Lemay and Lincoln. The Lincoln Corridor final design is in process. Funding is in place to do most of the Lincoln improvements including the bridge.

Q: (Citizen) When you put this 5% traffic into perspective, what does that mean? 5% more traffic at the am and pm peak?

A: (Applicant) No, this is going to and from Lemay to the north. (City) – 5% of the traffic from the development will go to the north. At the afternoon rush hour, that's a little less than 20 vehicles.

Q: (Citizen) That's just ridiculous! I sat through 5 signal light rotations to get to Lemay to turn left today.

A: What I'm saying is that those 20 northbound vehicles are what will be added during the afternoon rush hour.

Q: (Citizen) Even adding one more vehicle at that time of day is ludicrous.

Q: (Citizen) Our problem is traffic off Lemay. We don't want any more on Lemay. Can we do away with the exit going from Lemay in to the development? Why can't they go in from Lincoln and International?

A: (Applicant) It's a requirement to connect on all sides of the development. I understand your question, it's a valid question. It just provides better access to the project. We've noted your comment and we'll look at it – I can't say yes or no tonight.

Q: (Citizen) The tradeoff is all this traffic, which will be compounded even more on Lemay. I don't know why the city doesn't get it. We're pounded with traffic on Lemay trying to get out of the neighborhood. What part of that traffic congestion does the city not get? Unless you're willing to add a light (which we're not going to get) we have to use the pedestrian crosswalk light just to get out of the neighborhood. I understand that this is an upscale development for students. It's a slap in the face to poor people who live in the neighborhood. Why can't we get affordable housing? And yes, it's a nice development but it's student housing. Students will be going to the breweries, and we have another brewery coming in. This will just continue to gentrify the area. I can't support this project and I won't.

Q: (Citizen) What are the green areas shown on the east of the project?

A: (Applicant) The developer is in the process of acquiring this land. One is an extra parking lot, and the green area is where we have our detention pond. The narrow green strip is maintenance equipment and a trash compactor.

Q: (Citizen) One of our concerns (Fort Collins Business Association) is that we'd like the City to make sure that there's adequate parking. We're concerned that the students will start parking in the industrial area. The industrial area was built in the 60s, and can't handle spillover parking. Right now parking is prohibited in that area, but people park there anyway. You mentioned that you have a percentage that you know how many students bring cars – what is that number?

A: (Applicant) It's right around where we are. Depends on several factors, but we are confident that this is enough parking. It doesn't include Duff Drive parking.

A: (Applicant) It's quite a bit over what the city requires.

Q: (Citizen) The reality is that people are going to bring their cars, regardless of what the city says.

Q: (Citizen) I live right on Lemay. I want some clarification on what's going to happen to the roads. This is my first meeting so some of this may have been covered. I understand that Lemay is going to curve?

A: (Applicant) The long-range plan is for Lemay to curve and rise over the railroad tracks and over Vine Dr.

A: (City) What will happen with the existing Lemay is that it is downsized to a local street. Lemay coming South at Buckingham will probably stop.

Q: (Citizen) I take Lemay from my house all the way down to work. What kind of access will I have to future Lemay Ave?

A: (City) Buckingham will come across and connect with Duff Drive.

Q: (Citizen) While this is being built, I'm concerned that we'll be stranded. To go up to Vine is a mile out of your way to go south. It's hard enough to get out going south now.

A: (Applicant) All the infrastructure for the site would need to be built before the development. Until future Lemay goes in, the existing Lemay will not be impacted.

Q: (Citizen) Where will people who are part of the construction crew for the development park?

A: (Applicant) We haven't gotten to that level of detail yet for the parking. What's good is that we have a fair amount of land we're developing here. We've also leased off-site parking spaces before, not sure we'll need to do that here.

Q: (Citizen) I question the compatibility of the location. Having an upscale student development surrounded by a low-income neighborhood and breweries – I'm not sure that makes sense, including the distance from CSU. I'm really concerned about traffic. Everywhere you turn there's another parking garage going up on campus, students will drive. I think students like to drive, especially if they can park on campus. You have parking as part of the lease, what's the incentive to park in the overflow lot if they don't drive every day?

Q: (Citizen) Summit was not very well done (re: parking and traffic). Your numbers for the parking study need to be higher. Compare it to Aspen Heights is comparing apples and oranges. This development is right up against constraints. Aspen Heights is different, it's a greenfield. I wouldn't compare this to Summit either, it's different. The density is overwhelming and you're going to destroy the three neighborhoods. The city has failed to bring these projects in when they're needed (Lemay realignment). Why should we pay for development when it's not adequately paying for itself? You let Woodward sneak in, breweries accumulating, New Belgium expanding, problems with Tour de Fat and drunken parties...you're going to hurt the neighborhoods. My concern is: traffic has not been well addressed. The assessment falls short. 2 – compatibility with the neighborhood – fails to give adequate public facilities. Unless this is dramatically changed and made compatible it shouldn't happen.

Q: (Citizen) Will this be built in phases or all at once?

A: (Applicant) All at once, over the course of about a year.

Q: (Citizen) I really hadn't thought about the breweries. Look at Aspen Heights, neighbors asking "why so far away from the university," and I had the same thoughts about this too. What are you going to use as your attraction? I can't help but think that it will be the breweries. What kind of effect will that have with almost 900 students in close proximity to neighborhoods and breweries? What kind of message are we sending to students?

A: (Applicant) Is your question "what is the attraction of this development"?

Q: (Citizen) It's not a question, just a statement that students will see breweries as an attraction.

Q: (Citizen) We already have problems with drunkenness, crime, people being hit by drivers (ped/bike). With all of this, there will be more problems. People drink and drive all the time. There are 5-6 major breweries within a mile or half-mile of this development, but they're just far enough out to not be near any police officers. It raises a lot of problems. We own houses, we're not going to go anywhere. Housing prices are ridiculous. To watch my investment get washed down the drain because it's going to turn into Beer Town USA is kind of disappointing. Putting 900 college students + breweries + neighborhoods isn't a good idea.

Q: (Citizen) 9 breweries and 1 distillery and dispensaries in industrial area and further north. Maybe the traffic north should be adjusted for that – students going north to dispensaries.

Q: (Citizen) The traffic circle on Lincoln – can't tell what its capacity is for handling commercial traffic. Semis especially, we're seeing more on Lincoln. Concerned about large semis being able to make the circuit, and if they can't do that they'll come the other way.

A: (City) we require that the roundabout be designed to handle the largest semis allowed on the road. Traffic circle has to be able to accommodate that.

Q: (Citizen) Can it handle a triple?

A: (City) Yes. We can run all of the truck turning templates, and triples generally have an easier time actually.

Q: (Citizen) How will the bikes work in the roundabout?

A: (City) They're designed so there's not a bike lane inside the roundabout. You have a choice to either take the lane or use a sidewalk/path around the side of the roundabout.

Q: (Citizen) Can I take a picture of the site plan?

A: (Applicant) Yes, that's fine. It's conceptual.

Q: (Citizen) Do we know whether the Lemay realignment will happen? Is there a timeline? We can't build this development until we get the Lemay alignment done. We need the bypass and then build it. Let the developers pay for it. We need the bypass so everyone can get in and out and past the train. I know you want to make your money guys, I understand. But we need this first. 25 years already and it still hasn't happened.

Q: (Citizen) I'm not sure that even with the bypass I could be positive about the development. My concern with the future Lemay is that it will be a 4-lane right at the property line, like looking at a freeway for neighbors to the east. I've talked with people at the city about acquiring more land to the east for a better buffer. People in Andersonville are so eager to get out of their neighborhood that they might not be thinking about it. If this development went in like this, could we acquire more space to the east?

A: (City) Plans originally showed a 4-lane expansion where Lemay is currently, but the potential impact to the neighborhoods and need to preserve the historic neighborhoods led to current plans. Whether there's support for additional Right-of-Way to the east I'm not sure. We don't know at this point whether the road will go over or under the railroad tracks. Back to your original question about the projects, the funding is a big part of the timeline. For more information on the Vine/Lemay BNSF Intersection Project see link at: <http://www.fcgov.com/engineering/vine-lemay.php>.

Q: (Citizen) I don't know if the neighborhood is aware of another brewery coming in at the storage facility, but that should also be taken into consideration for traffic. More bikes, more traffic, something is bound to happen trying to get in or out of the neighborhood.

Q: (Citizen) It's redundant that you drag us back here time after time when we've told you that this project isn't a fit with our neighborhood. It will flop for students and you'll end up putting street people in here because it's a great group housing situation. It's an Animal House with no dorm mother and a recipe for alcoholism.

Q: (Citizen) Where are we in the process?

A: (City) Step 5, Staff Reviews project. We're in the 3<sup>rd</sup> round of review, not sure if there will be another round at this point. When there is a hearing date that will be sent out in the mail like the notices for these meetings are. There will be opportunity for public testimony. A decision isn't made that day – the hearing officer has 10 days to render a decision.

A: (City) and anything you send to Pete or me or any of the other City staff will be sent to the hearing officer, in addition to the notes of your questions and comments at this meeting. These notes will also be sent out to everyone who is at the meeting tonight.

#### **Next steps (City):**

- The summary will be sent to everyone who signed in and provided their email address at the meeting tonight, posted on the Development Review Meeting Agenda web site at: <http://www.fcgov.com/developmentreview/agendas.php>, and forwarded to the decision maker. Links to the plans submitted to the City will also be emailed to attendees who provided their email addresses. They are also provided below:
  - Application Form - <http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575458&dt=SUBMITTAL+DOCUMENTS>
  - Planning Objectives - <http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575465&dt=SUBMITTAL+DOCUMENTS>
  - Modification Request - <http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575473&dt=SUBMITTAL+DOCUMENTS>
  - Elevations - <http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575463&dt=PLANS>
  - Landscape Plans - <http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575464&dt=PLANS>
  - Subdivision Plat - <http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575466&dt=PLANS>
  - Site Plan - <http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575467&dt=PLANS>
  - Utility Plans - <http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575471&dt=PLANS>
  - Drainage Report - <http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575461&dt=REPORTS>

- Environmental Characterization Study Report -  
<http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575462&dt=REPORTS>
  - Traffic Study -  
<http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575469&dt=REPORTS>
  - Traffic Study Addendum -  
<http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575470&dt=REPORTS>
  - Wetland Report -  
<http://citydocs.fcgov.com/?cmd=convert&vid=185&docid=2575472&dt=REPORTS>
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- There will be additional mailed notices for the Administrative Type I Hearing, yet to be scheduled.