



Saint John XXIII Catholic Church and Lombardy Student Housing Neighborhood Meeting Summary

Neighborhood Meeting Date: September 28, 2017

City Staff – Attendees:

Sylvia Tatman-Burruss – Development Review Liaison
Jason Holland – City Planner
Tenae Beane – Development Review Coordinator

Applicant Contact:

Jimmy Becker - Jimmy@blackbirdinvest.com

Project Information Presented:

- Sylvia Tatman-Burruss provided an overview of the neighborhood meeting process and next steps after the meeting.
- City Planner Jason Holland provided an overview of the West Central Area Plan and the steps in the development review process.
- The applicant group presented information about Blackbird Investments and the proposed project including proposed building locations and building heights. The group explained that an affordable housing component is being considered and that a total 600 bedrooms is proposed. An overview was provided of the proposed site plan discussing the locations of the buildings, plazas, courtyards, site circulation, parking, access, landscaping and adjacent street improvements.
- The applicant group also provided a handout with information about the proposal. (attached).

Questions/Comments and Answers (answers provided by the applicant group unless otherwise noted).

- **What's the relationship of the West Central Area Plan and the Elizabeth Street improvement plan? Are the enhancements along Elizabeth still going forward and when?**

City Planner Jason Holland explained that the Elizabeth Street Enhanced Travel Corridor (ETC) plan was adopted and accompanies the West Central Area Plan. It's a guide to improvements along the corridor

(pedestrian walkways, street trees, bike lanes, transit stops, etc.). The adopted ETC plan for Elizabeth is a general guide and the project has as not been funded or fully designed. We are using the ETC plan as a guiding document and some of the improvements (such as wider sidewalks, street trees and plaza areas) are being implemented by development (ex: The Union). Other improvements shown on the ETC plan within the existing street right-of-way would need funding as a city improvement project.

- **The church has a capacity of 800 people proposed. How many people does it currently hold?**

Currently, the church seats 400. The Church is planned for up to 800 seats in the main worship space. However, the church use will not require 800 parking stalls. Typical 'parking-to-seat' ratios for Churches are 1-to-4 or 1-to-3. This range would suggest a low end of 200 spaces, up to a high end of 267 spaces. In this particular case, there will be a higher than normal percentage of attendees (students) using alternative transportation – walk, bike, uber, or carpool – thus reducing the vehicle count below the otherwise typical church use. The parking garage will provide 240 stalls for Church use during worship on Sundays and holy days. 40 stalls will be available for weekday services, the additional 200 will be open for use during the week.

- **How often will the church bells ring?**

As it's currently contemplated, the bells will most likely ring before mass service(s), at noon, and 6 p.m.

- **Permit parking is working very well. Concerned that there will be even more pedestrians and bicycles. I'm concerned about the continued growth in the area. Is there a cap on number of people allowed to live in a certain area?**

Jason Holland explained that there is no specific number of people capped on a per block basis in the Campus West area. As a City, we look at how the project fits and the form of the project, and that the project's impacts are reasonably mitigated. Ex: make sure developments provide enough parking. There will be natural impacts with the growth of CSU and the City. The City is trying to anticipate growth, so we try to identify areas where we know housing accommodations are needed and where they can fit close to campus, while transitioning to the existing lower-density residential neighborhoods. Protecting the existing residential neighborhoods in the WCAP is a priority.

Applicant response:

Trying to keep students on-site and limit parking in the surrounding neighborhoods is a goal. We are also providing a lot of bike parking to help provide that choice. We are providing more parking for the church which will be used during weekends, and 200 of the church parking spaces will be open for use during the week.

- **How many bedrooms are being proposed? And how many parking stalls?**

Units = 200-230, Beds = 570-620
Parking = approximately 400 spaces

It's not a 1:1 parking ratio. Church spaces will also be available as overflow.

- **Comment: there may be an issue with parking if mass is happening and there are students parking there also.**
- **A lot of people cut through our parking lot where Starbucks is located to get to campus from University Avenue. There is a makeshift trail there. How does your plan address this and are there ways for pedestrians to get through the property so that they are not cutting through our property? We're concerned about safety. pedestrian wayfinding to and from?**

There are two bicycle/pedestrians locations proposed along the north boundary of the project, along the east-west driveway, to connect through to the north.

- **When would applicant break ground, how is the project phased and which buildings would go up first?**

Roughly 9-12 months are anticipated for going through the City review process and then we're looking to break ground after the permit is pulled. We would have a phased approach to constructing the three buildings on the west parcel. The most western building (Building A) and the parking structure would be in the first phase. Building B in the middle would be a later phase because this is where the existing church is located. This would allow the existing church to be open while the surrounding Building A and the parking structure building are constructed. The final phases would include demolishing the existing church and constructing Building B in place of the old church site. The construction of the Church would likely commence sometime between the 2 phases and the development team is working to complete the full development at the end of phase 2.

- **Construction – How will retailers survive during construction? How will traffic disruption be handled? Where in the process does this occur? We're also concerned about the multiple construction projects all occurring at the same time.**

Applicant: Street closures are coordinated between the contractor and the City, don't know yet since it's preliminary. They will add as a note and potentially phase it differently and use discretion on timing.

Martina Wilkinson: construction is a part of a thriving community but impacts of construction to existing businesses and homes can be really impactful. One of the things that we are becoming more sensitive to is the number of developments in this area. Contractors that come in for a construction permit work with the City so it's a collaborative effort on mitigating impacts such as lane and sidewalk closures. We could require these projects to work in the right-of-way during off-peak hours (ex: work at night starting at 8 or 9 p.m. and ending by 5 a.m.). Beginning this year, City is asking contractors to pay for when they close sidewalks, bike lanes, or travel lanes (by the day)

Applicants are early on in the process and some of these things will be worked out during the review process, but we still need to be thinking about them now. We want community to be a part of the process. Our City Economic Health group is getting involved and we would work through a construction tool-kit for retailers. We would be looking to implement a construction management plan for this project and others in the area.

Applicant to public: please reach out with feedback or concerns.

- **Comment: Fantastic project, but the area has been under construction for 4+ years and we are feeling it. Hopeful that it will improve, but during construction phase, there will be ramifications and hopefully this beautiful campus doesn't lead to closed businesses. The cumulative impacts of construction in the Campus West area are unacceptable. As an example the Union is closing one lane of traffic for 15 months.**
- **Comment: Parking is a huge concern! It's a hard to park area – what about the off-site parking during construction? Please take this into consideration as a huge concern.**
- **Comment: Concerned with what could happen on Sundays with church and students. Area has been under construction for 5 years. Businesses are hurting. #1 concern is parking. We're concerned about parking filling up on Sundays. 400 parking spaces for the project is not enough.**
- **Parking for residents: how will that operate – permitted, paid parking, etc.?**

The parking counts are tied to the number of units, affordable housing, transit deductions, etc. The total amount of parking is in flux, we're looking at options. We're open to feedback on ideas. We're planning on exceeding what city code requires, but we also don't want to overbuild parking.

- **A lot of factors play into impacts/traffic circulation – is there a traffic study?**

Applicant consultant, Matt Delich - traffic study is underway, don't have answers yet. Data is there, but no answers at this point. The neighborhood meeting feedback is important and can be incorporated in traffic study.

- **Comment: Parking monitoring and management – expensive and is a recent phenomenon to keep outside people from parking in our private surface parking lot. This is very expensive for our commercial property.**
- **Comment: There is a variety of transportation modes in Fort Collins. The .75 parking spaces per bedroom, this should be zero. How can we force alternative transportation, there are a lot of amenities in campus west area? How is the plan walkable, how does the circulation system work?**

The applicant team showed the site plan's access and circulation diagram (from the earlier presentation) and explained the proposed bike and pedestrian circulation routes and the proposed connections to the north.

- **What is total number of parking for residential vs. church?**

Residential = 160, Church = 240 for 400 total.

- **Is the student living connected to the church – are they managing the property, is there a Christian living community theme?**

Men and women of all faiths, nationalities, sexual-orientations, etc. are welcome to live here. The project includes both student and attainable housing opportunities. There will be a direct connection with the catholic mission, but it's not managed by Saint John XXIII – instead an independent Catholic

organization will manage the property with the intent to evangelize men and women to the Catholic faith. Moving from East to West, the site plan program – there is a softening of the direct connection as well.

- **Comment: Service-level traffic studies have been done in the past, but residents feel that there is a higher traffic level than what has been shown. Concerned with West Elizabeth and its future as a travel corridor. Concerned with overall traffic degradation in the area. There was an impact after the District and Lokal were built. The left at Plum Street is difficult.**
- **Comment: At Rams village – there are 970 residents, 780 total parking spaces and we give out 1000 parking passes.**
- **Comment: Reiterated parking concerns for business owners who own private lots and the expense of having to enforce problems with people parking in their lots.**
- **Comment: Issues with pet-friendly apartment complexes – at Rams Village there is a certain amount of green space even though they are not pet friendly. Now, people from other campuses are using the green space for their pets. Possible green space for pets for projects that do allow pets?**

Applicant: not determined yet whether this project is pet-friendly.

- **Is there going to be any retail space?**

We're considering some limited commercial space within the western building; maybe something to complement the Newman Center.

- **What is the purpose Newman Center?**

Offices for parish and space for student gathering and to further the mission of church (Small group studies, bible studies, homework).

- **Definition of affordable housing?**

City definition: in this district, 60% AMI (area median income), so 10% of the units must be provided at 60% AMI.

- **Is the affordable housing subsidized by the City?**

Jason Holland: No subsidies are provided by the City.

- **Suggestion: Over the last few years, 2 properties that this resident owns have breezeways and there are issues with transients. Consider security for transient issues, especially in open spaces.**
- **Any added security planned, since it is a dense area already? Additional police enforcement and private security should be considered based on the issues in Campus West.**

Pastor – lives in this area and is aware of neighborhood problems and traffic issues. These are their concerns too. Will be installing private security cameras. The church has been working with police dept. to mitigate issues (trespassing, vandalism etc.). He understands what occurs in this area, wants to be accommodating and be a good neighbor. We'd like to work together as neighbors.

- **Walkway between Newman Center and church – can you see all the way through this area? Are you aware that the back side of the Campus West shops is not very attractive, there are open dumpsters, etc.? Unless there is a barrier, there may be an unpleasant view of dumpsters and sheet metal.**

Applicant: Yes, but they are looking at a buffer (screening) along this edge.

- **What are opportunities for alley beautification since there will be a pedestrian pathway?**

Applicant: Plan to make the area attractive; fencing; working with neighbors to the north (Campus West Shops) to come to a solution. Piazza area will sit 2-3 feet up...elevation difference may not allow for full view through walkway.