

Public Concerns regarding proposed West Creek Addition  
MOBILITY AND SAFETY

- There are 172 Estate Lot/Acreage homes with approximately 516 residence within a mile from proposed project. The closest commercial existing is almost a mile away from this proposed project.
- There is 0 commercial or industrial within a ½ mile of this proposed project.
- Trips generated from this proposed project are not compatible with the existing neighborhood traffic.
- Intersection not built to accommodate larger industrial vehicles entering or exiting onto SH402
- The Traffic Impact Study prior to the Planning Commission meeting on February 12, 2018, was not a complete study and did not include the impact of all 3 proposed lots. The first study did not include the BIG concern which is the site distance turning onto SH402 or off of SH402. This was asked by a resident if the TIS included a study for the site distance due to the blind hill. The Developer/Engineer said no, but they would conduct one. The TIS dated February 23, 2018, page 9, 5.5, states: Site distance is 630' due to the crest on SH402 and is classified as a 4 lane arterial on the 2035 Transportation Plan. Per LCUASS Table 7-4 the minimum site distance is 1030' and stopping distance is 400'. The site distance is less than current standards page 9 of the Traffic Impact Study.
- The Traffic Impact Study dated February 23, 2018, shows the project to generate 139 trips per day. It states on page 3 of the TIS, this portion of SH402 is classified as a 2 lane arterial. This study was referenced at the March 20, 2018 City Council Meeting. Again, this did not include all 3 lots that are proposed for this development. The next Traffic Impact Study dated April 4, 2018, shows this project is anticipated to add an additional 587 trips per day. Both of these studies reference the 2035 Transportation Plan. On page 3 of the 2035 Transportation plan, it states that SH402 is classified as a 2-lane arterial and on page 9 it states that SH402 is classified on the 2035 Transportation Plan as a 4 lane arterial. Which one is it? Why are they different?
- SH402 corridor is the Southern Gateway into our beautiful City. This Gateway needs to have a lot of thought put into it before jumping the gun. It shouldn't be based off of incorrect or outdated Comprehensive Plans or

traffic plans. Future developers and future homeowners use these maps to purchase properties. The city and county use these to determine future needs...how can it be done proper if maps do not show what is correct. All of the maps that show Sauk Rd,, show it as a through street from SH402 and exiting onto South County Rd 9. Sauk Rd is a dead end street and the only exit is SH402. That makes a pretty big difference for someone looking at how any traffic or development may impact the area. This TIS does not take into consideration how this affects the homeowner to the east on SH402 and Sauk Rd. In the TIS it references the site distance, crest, on SH 402 and County Rd 9 to the West. It does not reference the site distance, crest, to the East. The approximate distance between the 2 crest/blind hills is 1584 feet. Sauk Rd is approximately 584 feet from the East Crest and 1000 from the West Crest. The residence on Sauk Rd will be abutting the East side of the proposed project. This is already difficult with the outdated SH402. These homes are 2 ½ to 5 acre residences that consist of 500K to 800K values. The homeowners are continuing to add value. Why would the city work off a Comprehensive Plan that was last dated 2/5/2016? The Comprehensive Plan that was revised 7/14/2009 and originally adopted 3/6/2007 is still on the website for the community to base things off of. It does not look any different from the one 2/5/2016 that is in the packet for West Creek Addition from AgPro. It shows Employment in blue painted across residential acreage communities with high end homes. Unless someone buys our property and rezones it, how can you put some kind of mark on it that can affect our values? This also does not help anyone who is looking to purchase for development or residential. There are roads that show on these Comprehensive Plans that go through million dollar residential homes. These roads look impossible due to what exists. Again, these are not distressed areas ready for re-development. This debate over whether this project conforms or not may have been avoided if the City would get their plans updated showing existing and not assuming they own our properties. The 2035 Transportation Update from the Public meeting October 2012, does not show these future roads on page 3 , 2035 Street Network update Map. So the City updates partial, but does not carry it over to the most updated Comprehensive Plan?

- The meeting with the Planning Commission on February 12, 2018 should have never approved this to move forward to the City Council for approval

due to incomplete studies based not on the actual development impacts, such as 139 trips verses 587, and the TIS using 2035 Transportation maps that differ in what they show. He refers to 1 on page 3 that uses 2-lane and the other reference on page 9 using 4-lane, the proposed development using incorrect and Comprehensive Plans that have not properly been updated, not having any of the infrastructure in place and definitely not having SH402 to mobility safety standards.

- Per the last TIS study, the one option is to put a  $\frac{3}{4}$  movement at the intersection of SH402 and S. County Rd 9. Left in, Right in, Right out. This is like the Pork Chop entry into Pizza Ranch off Hwy 34. The study shows that the number of cars going West from S. County Rd 9 is over 50% of the residences verses going East on SH402. This means that no one will be able to go towards town, only towards the interstate. This will force all residences to travel approximately 7 additional miles to go to work or shop in Loveland. This will create hundreds of residences to shop in Johnstown and be extremely unhappy with the inconvenience, cost and time in travel. If there are any customers to visit this new employment center that travel from the west and live in downtown Loveland area, they will visit possibly their dentist for the first time and realize when they leave how many additional miles it will take to get home. Or the employees that work will experience the same. I bet they will not want to continue with the inconvenience. This will create more problems to the East on SH402 and Sauk Rd. When exiting S County Rd 9 onto SH402 to the East, many may want to make a U-turn and head back to town. The first place they will turn into is Sauk Rd, which is a dirt dead end road (the map used in the TIS shows a through street on the West Creek Addition Vicinity Map, like the city maps show and it's not correct) Sauk Rd is approximately 584' from the East Crest, and they will attempt to head back to the West. Sauk Rd is also a school bus stop. Are you now seeing what a disaster this will be... remember 587 trips generated daily from this proposed project and the area is still growing. This will be a death trap. It is not like the Pork Chop median in front of The Pizza Ranch. Those cars are forced to go East, but they have numerous options for turning around to head West. Most make a U-turn at the street light at the next intersection.
- Another option on the Traffic Impact Study is an acceleration lane. Remember there is only approximately .3 of a mile between the 2 blind hills.

How is this going to affect Sauk Rd.? From S. County Rd 9 there is only about 528' to Sauk Rd. where the acceleration would head towards and a bus stop.

- Page 17 of the TIS already shows the current level of service (LOS) ratings have a C & D at the SH402 intersection and Cty Rd 9. LOS is rated A –F with F not being good service. Page 19 short Range 2019 ratings have 2 C's, 2 D's and an E for Peak Hours. A- means very little and F means long delays.
- Per the CDOT Environment Assessment SH402 to HWY287 7/2007 and CDOT FONSI 1/2008 page 5, Talks about smoothing the vertical crest to maintain the required site distance. Page 9, Mobility, Safety and Travel Demands. Page 34, Purpose and Need, existing two-lane hwy is substandard and resulting in mobility and safety concerns. Page 44 No Action Alternative. SH402 traffic volumes in 2030 under the No Action Alternative will result in LOS F. Therefore, the NO Action Alternative is not prudent or feasible.
- Water also falls under Safety. If this is annexed into the city and rezoned, there is not any city infrastructure. This development will have to use Little Thompson Water. There are homes that will be abutting this development and will these homes have enough water pressure with commercial/employment to make sure fires can be put out? If one of these buildings catches fire what is needed for max fire flow? What happens if all lots are bought and a 2 story office building, and a dental office and the proposed light industrial go in at the same time? This approval should be based on all happening at the same time since it is now employment with a master plan? Is there enough water pressure etc, since it is not on the city of Loveland water. From what we understand, it does not meet current water flow that is needed to build yet. So does this mean this buyer who bought, knowing this was not zoned for what he wanted, can get the city to rezone to something that does not conform and turn around to put up a for sale sign now on something zoned Employment? He bought it zoned Ag/Residential at a great price and now can flip the whole thing that can change into something different than what all of these meeting have been about? This parcel fits the surrounding area now being zoned Ag/Residential. This 9 acres was a piece of all of the surrounding small residential acreages that was divided years ago. That is why it is surrounded by small acre/Estate Lots. It should remain with the same zoning and have a couple of estate acreage lots developed on it, like it is adjacent to. Why is the city trying to force a square

peg into a round hole that does not fit?, There was a petition signed by over 150 people, that would also tell you this is the cart before the horse.

- If the City of Loveland approves West Creek Addition they need to comply to LCUASS. Per Larimer County Urban Area Street Standards, “Development is responsible for the public Street Improvements adjacent to the property.” It is only fair for everyone to put safety 1<sup>st</sup>. The development should be required to improve the intersection and Comply with the CDOT FONSI, 1/2008, page 5 and the Environmental Assessment study dated 7/2007. It also identifies that a 2 lane HWY was substandard at that time in 2008 when these studies were done. If they are going to development, shouldn't it be developed to the Ultimate at most for mobility and safety? It should meet SH402's Purpose and Need at time of any construction? We are already 10 years ahead of growth, but now approximately 10 years behind all of these studies and the recommendations SH402 is a priority at that time. Must improve for safety 1<sup>st</sup>.
- Remember - if this project is approved it will also set a precedence for the Employment zoned on the Olson parcel and Erlich parcel that had revised zoning in January 2018. The beautifully done planned unit development that includes Estate Lots, Low Density Residential, medium density residential, with Employment zoning directly in front of some of those parcels, will be allowed to include light industrial. Take a look at your beautiful plan and see how it will look if that happens. The cities own Create Loveland printout Chapter 3/36 E-Employment-“ Regional employment and related commercial uses. Emphasizes open space and preservation of natural features as buffers. Proposed development that do not contain office or light industrial uses may be allowed if such uses or zoning exist near the proposed development.” Where is the near that exist to West Creek Addition at this time? It says light industrial in Employment zoning may be allowed if such uses exist near. So does going ahead with this light industrial now make it okay for the Olsen and Erlich parcels to include light industrial in their zoned Employment? Remember this is our SOUTHERN GATEWAY. What could happen there now? Create Loveland Chapter 3/37 i-Industrial “where appropriate, avoid residential...” Again please lets really take time to plan this corridor and make sure we are ready for the folks who want to develop.

- Other areas of concern...Noise from forklifts have an 85 decibels back up alarm that could be potentially loading all day with a light industrial zoning. That is surrounded by residential homes.
- Drainage from all paved parking lots that slope towards 3 estate lots
- The Sand and Gravel pit that was approved and now appealed would generate an additional 200 semi-trucks a day.
- What about all of the additional traffic from the new apartments at Waterford? How can anyone even think about adding more traffic until we take care of the roads first!
- What is the agreement that is being worked on between The City and CDOT?
- Before anything happens, there still needs to be a site study for the East Crest and Sauk Rd. Whatever is done at Cty Rd 9 /SH402 intersection it will affect that.
- Best option is to not re-zone or annex at this time!

Patrick bought this parcel priced at the Ag/Residential lot, same as it is surrounded by. It will not be fair for the City to Annex and Re-Zone just for him to turn around and put a for sale sign on it!

The City needs to be putting thought into what is already a CRISIS situation. The city can't keep approving zoning and developments until the infrastructure and SH402 is ready for it. The fatalities on this highway will be on all of your shoulders if you approve this. It affects all of SH402. Please don't put the cart before the horse.