



Town of Johnstown

MEETING SUMMARY

Type of Meeting: Neighborhood meeting for Purvis Farm Amended ODP (via Zoom)

Date: Thursday, April 22, 2021

Time: 7:00 p.m.

Facilitator: Darryll Wolnik, Planner II

Attendees: Applicant’s representatives (5)
Approximately 20 community members logged in at any given time

Summary:

Due to ongoing complications related to COVID-19, and with the desire to create as safe and welcoming an environment as possible, this meeting was held remotely via Zoom. Approximately 20 community members were logged into the meeting, though because of the remote nature, no sign-in sheet was provided.

Staff gave a short presentation on local government and the planning process. The project was introduced and the applicant’s representatives proceeded to outline the project for attendees.

Below are concern and questions posed by those in attendance.

1. Concerns about drainage, specifically due to flooding of area recently
2. Concerns this development will displace more water on adjacent properties
3. Concerns about density
4. Will there be enough sewer capacity
5. Where does all the water for this project come from
6. Increases in population will lead to more crime
7. Traffic on 60, especially approaching I-25; can't 60 handle any more traffic
8. Height of homes adjacent to existing development
9. Does this fit with the area
10. How does this change the character of Johnstown
11. Will this be enough park space
12. Don't want smaller lots, some community members believe this leads to more crime

The Community That Cares

www.TownofJohnstown.com

P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO | F: 970.587.0141

13. Do the schools have sufficient capacity
14. Who will pay for expansion of Colorado Blvd and/or 60
15. Who will pay for improvements along those roads

Meeting completed at approximately 8:45 p.m.

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TO: Town of Johnstown Planning Department
FROM: Cathy Mathis, TB Group
DATE: May 25, 2021

RE: Summary of Neighborhood Concerns and Responses

Below is a summary of the primary issues discussed during the Purvis Planning and Zoning Commission meeting. This meeting was held on Thursday April 28, 2021 via zoom meeting.

1. **Concern: 412 Estate Drive.** Is the 60-70' setback to from the property line or from the oil easement? Will this be under an HOA or a metro district?

Response: The setbacks are all from the property lines. To be clear, the back of the existing easement west of the Rolling Hills lots is 90-ft wide. Additionally, there is a 50-ft wide easement on the back of the Rolling Hills lots. Currently there is a 110-ft wide open space planned between the back of the new lots and the east property line of the subdivision.

We are not sure currently if HOA or metro district.

2. **Concern: 2304 Brianna Court.**

- a) Why does the mixed-use area go down in area from commercial?

Response: The market conditions have changed and there are also several commercial areas planned for this area in other developments.

- b) How will traffic be addressed along 60 – entrance on 60 is close between CO Blvd and – another light?

Response: Highway 60 traffic and design of improvements will meet the CDOT approved access plan. In addition, traffic analyses are performed to account for background growth and development-based growth. The developer is responsible to help fund necessary improvements to provide an acceptable level of service.

- c) Lights seem excessive.

Response: Traffic signals are determined by warrants based upon the Manual of Uniform Traffic Control Devices. All future traffic modeling (for five and twenty years in the future) did not show any needed traffic signals at any of the Purvis Farm access points. All traffic signals will meet the Town's code when this develops.

- d) Bubble SE corner of the area – TH area. How tall are those buildings proposed to be? And why TH in that area? Close to Landings neighborhood – overshadowing house along that edge.

Response: The buildings are expected to be two stories at this time. There is at least a 50' buffer along the property line due to the existing easement and more that 100' between the proposed development and the nearest home.

3. **Concern: 318 Estate Drive.**

- a) Point out that neighbors showed up to neighborhood meeting. Nothing has changed in the plan.

Response: The plan had not changed because the applicant was waiting to get feedback from the P & Z commission.

- b) Ruining our view. Put park behind the estate lots. Match estate lots & housing in the back side.

Response: Applicant pointed out that there are buffers and the lot sizes that are proposed are what the market and homebuilders are telling us they want. The existing Purvis Trembath ODP that was approved is a much denser at 3-5 d.u./ acre. We are proposing 4 d.u./acre.

- c) Drainage from the farm, basements flooding with mud and water.

Response: Design of the stormwater management facilities will be in accordance with the Johnstown Drainage Master Plan and the Town's design criteria. An aspect of this design will be to analyze downstream existing conditions and issues and take those into consideration during design. However, this project cannot analyze all the previously designed and constructed improvements downstream of the site nor will it be responsible for fixing issues that are offsite. The intent is to not make things worse downstream. Typically, the introduction of sub-surface stormwater infrastructure will lower the water table. There are also piezometers on site that are allowing the monitoring of groundwater through the peak groundwater season.

4. **Concern: 2223 Podtburg Circle.**

- a) Hwy 60 entrance, nobody thought about that traffic at all. Put entrance right in front of the subdivision, not feasible to have a light. (Johnstown Village) Only entrance to the Landings... No additional connection into the neighborhood.

Response: As a part of the review and approval process, the site must mimic the approved CDOT access plan which was approved by Johnstown and CDOT. This project reviews access relative to that plan. A Traffic Impact Study (TIS) was performed to model analyze existing traffic conditions in addition to future (5 years and 20 years) conditions. The purpose of a TIS is to perform a non-biased analysis of the development's impact on traffic. All analyses are required to show how an acceptable level of service can be provided. None of the analyses resulted in a mandated traffic signal at the access to Purvis Farm from Highway 60. The signal at Zach Place is a separate project (Johnstown Village) and not related to this development.

- b) Water – Town of Johnstown water can barely sustain people who live here? Water retention has water from farm onto Hwy 60, west side of Landings – basements flood. More mud, mosquitos, “No one's thinking about that.”

Response: The proposed project will have detention ponds. They are designed to release stormwater at a pre-development release rate. This is required by state law and per the Town's drainage criteria. Typically, the detention pond collects the 100-year storm event and is designed to release all water within 72 to 120 hours. It is anticipated that the

proposed stormwater best management practices will reduce the surface water flowing to the Purvis Farm eastern property lines that currently collect a significant amount of irrigation tail water. With site stabilization, water quality/detention structures, the requirement of the town is that this cannot increase sedimentation downstream.

5. **Concern: 2004 Golden View Dr.**

- a) 1/4 of park is underwater – detention pond is saturated in RHR now. Taking pervious surfaces and making them pavements and rooftops – all that water will drain “somewhere” – all coming into RHR. Would like to see the engineering in RHR area – was designed for all this new water.

Response: Review of downstream drainage reports will be a part of the design process. Although more volume of water will move through downstream stormwater facility, the intent is to slow the flowrate through RHR detention facilities to help allow these RHR facilities to better handle the upstream flows. The Town’s drainage masterplan would have anticipated additional stormwater flowing through the RHR subdivision at the time it was approved.

- b) Feels like all neighborhoods need to have more diversity of lot sizes.

Response: There is a diversity of lots size and building types with two single-family detached lot sizes, alley-loaded duplex lots and alley-loaded townhome lots.

6. **Concern: 324 Estate Drive.**

- a) Drainage is an issue – farmer vs private vs Town. Neighbors are clearing the ditch grate and unplugging. Drainage plans indicate that water will move through this neighborhood.

Response: Intentional flow to the existing tailwater ditch will not be part of the Purvis Farm design. This project intends to capture and detain a majority of developed flows adjacent to the back of the lots along the east property lines. Based on this design solution, it is anticipated the referenced grate, west of RHR, will no longer be needed for irrigation tailwater. The irrigation tailwater issue will continue to be reviewed through preliminary and final design. It is also anticipated that if the grate should remain in place, discontinued farming activities will eliminate dirt and crop debris from plugging the grate. Downstream drainage conditions and stormwater management reports will be evaluated and reviewed with the intent to not make issues worse.

- b) Affordable housing is admirable, but this likely is not affordable. This plan shows no low density – those are medium density SF. Do not want to be like Frederick or Firestone. Need services, grocery, new schools. Traffic along 60.

Response: The prices of the lots and homes in this project will be market driven.

7. **Concern: 2221 Podtburg Circle.** what experts and engineers does the developer & Town use to help ensure these plans work?

Response: The developer has hired our office as a civil engineer and traffic engineer to design the necessary infrastructure to support water, sewer,

stormwater management, and traffic improvements that meet the requirements of the Town and generally good practice. The Town can better summarize who they have hired for review. However, to date our office has interacted with the Town, CDOT, FHU-Town, IMEG-Town, the irrigation ditch company, and the various oil and gas companies that are impacted by this development. They have all offered and will continue to be required to review and approve our team's design. The Town can elaborate.

8. **Concern: 2228 Podtburg Circle.** What is going to be done about drainage in this area? Why is a detention pond being looked at if the tailwater in ag is no longer in equation?

Response: Even though the farming tailwater will go away, it is typical that a developed property, without a regional detention pond, provides on-site detention. This is the requirement for the Purvis Farm development.

9. **Concern: 327 Estate Drive.** Who is owner of drainage pipe on west side of RHR that drains into RH Park? What is plan if economy goes bad? Priority of construction areas?

Response: Typically, drainage pipes along lot lines within drainage easements and within rights-of-way are publicly owned. This will be verified by the Town.

10. **Concern: 406 Estate Drive.** With granary development and mallard ridge and others, having many SF units., is this kind of dense fast growth ok for school district, recently stepped up for new school, and increasing traffic.

Response: As the Town indicated at the hearing, the school district is aware, and all new development gets reviewed by the district.

Stormwater and Traffic Questions:

1. Stormwater & drainage - (and let's avoid - at all costs - mention of "praying" that the design works; we design & review to known and accepted standards using best engineering information & practices)

- a. Current situation & issues raised at the neighborhood meeting
- b. Proposed solution & ultimate impact on neighboring lot
 - i. Impact to the ditch neighbors clear of debris currently
 - ii. Flooding & mud in basements

Summary:

The existing condition west of Rolling Hills Ranch is a field that is currently irrigated and farmed. Approximately $\frac{1}{3}$ of the field sheet flows to the western side of Rollings Hills Ranch to a tailwater ditch and to an inlet and drainage pipe that runs along the shared east/west property line of lots

8 and 9 of Rolling Hills Ranch Phase 8. It is understood that on occasion this inlet and pipe may become clogged and cause flooding. The proposed project will develop the field and eliminate irrigation and manage stormwater by providing water quality and detention facilities to control the minor and major design storm events per the Town's design standards and reviewed and approved by the Town. The design will be based on survey information and standard engineering design principals. As the site is developed, the field irrigation eliminated, and the detention ponds are constructed (including outlet structures for sediment and flow rate control), the flows in the downstream pipe will be more managed and controlled. The design standards and process required by the Town are intended to mitigate downstream impact due to increased development upstream.

3(c) Response: Design of the stormwater management facilities will be in accordance with the Johnstown Drainage Master Plan and the Town's design criteria. An aspect of this design will be to analyze downstream existing conditions and issues and take those into consideration during design. However, this project cannot analyze all the previously designed and constructed improvements downstream of the site nor will it be responsible for fixing issues that are offsite. The intent is to not make things worse downstream. Typically, the introduction of sub-surface stormwater infrastructure will lower the water table. There are also piezometers on site that are allowing the monitoring of groundwater through the peak groundwater season.

4(b)Response: The proposed project will have detention ponds. They are designed to release stormwater at a pre-development release rate. This is required by state law and per the Town's drainage criteria. Typically, the detention pond collects the 100-year storm event and is designed to release all water within 72 to 120 hours. It is anticipated that the proposed stormwater best management practices will reduce the surface water flowing to the Purvis Farm eastern property lines that currently collect a significant amount of irrigation tail water. With site stabilization and water quality/detention structures, the requirement of the Town is to prevent an increase of sedimentation downstream.

5(a) Response: Review of downstream drainage reports will be a part of the design process. Although more volume of water will move through downstream stormwater facility, the intent is to slow the flowrate through RHR detention facilities to help allow these RHR facilities to better handle the upstream flows. The Town's Drainage Masterplan would have anticipated additional stormwater flowing through the RHR subdivision at the time it was approved.



6(a) Response: Intentional flow to the existing tailwater ditch will not be part of the Purvis Farm design. This project intends to capture and detain a majority of developed flows adjacent to the back of the lots along the east property lines.

Based on this design solution, it is anticipated the referenced grate, west of RHR, will no longer be needed for irrigation tailwater. The irrigation tailwater issue will continue to be reviewed through preliminary and final design. It is also anticipated that if the grate should remain in place, discontinued farming activities will eliminate dirt and crop debris from plugging the grate. Downstream drainage conditions and stormwater management reports will be evaluated and reviewed with the intent to not make issues worse.

8 Response: Even though the farming tailwater will go away, it is typical that a developed property, without a regional detention pond, shall provide its own on-site detention. This is the requirement for the Purvis Farm development.

9 Response: Typically, drainage pipes along lot lines within drainage easements and within rights-of-way are publicly owned. This will be verified by the Town.

2. Traffic

- a. Current ODP vs Proposed re: volumes.
- b. Signalization at 60/Colorado expected - other lane configuration or improvements may be needed.

Summary:

The proposed development is following the currently approved CDOT access control plan for Hwy 60. The traffic impact study (TIS) analyzes existing traffic conditions and future traffic conditions. The future traffic conditions include ambient growth of traffic, traffic generated by known projects in development review or under construction, and traffic generated by this development. The TIS does not suggest additional traffic signals should be constructed by this project. Per the access code, a new access is allowed from Hwy 60. Additionally, two accesses will be added along Colorado Boulevard and those will be constructed similar to the existing access at Colorado Boulevard and Ballentine Boulevard. The improvements to Hwy 60 will be per the Town's and CDOT's standards. The improvements may include addition of through and/or turn lanes and changes to signal timing to better support the function of the signal at Colorado Boulevard and Hwy 60. The design will be reviewed and approved by the Town and CDOT.

2(c) Response: Traffic signals are determined by warrants based upon the Manual of Uniform Traffic Control Devices. All future traffic modeling (for five and twenty years in the future) did not show any needed traffic signals at any of the Purvis Farm access points. All traffic signals will meet the Town's code when this develops.

4(a) Response: As a part of the review and approval process, the site must mimic the approved CDOT access plan which was approved by Johnstown and CDOT. This project reviews access relative to that plan. A Traffic Impact Study (TIS) was performed to model analyze existing traffic conditions in addition to future (5 years and 20 years) conditions. The purpose of a TIS is to perform a non-biased analysis of the development's impact on

traffic. All analyses are required to show how an acceptable level of service can be provided. None of the analyses resulted in a mandated traffic signal at the access to Purvis Farm from Highway 60. The signal at Zach Place is a separate project (Johnstown Village) and not related to this development.