



AGENDA

MONDAY, SEPTEMBER 30, 2019

5:15 PM - Dinner

6:00 PM - LOVELAND CITY COUNCIL SPECIAL MEETING

RIALTO THEATER CENTER

DEVEREAUX ROOM

228 E 4TH ST

LOVELAND, COLORADO

Notice of Non-Discrimination

It is the policy of the City of Loveland to provide equal services, programs and activities without regard to race, color, national origin, creed, religion, sex, sexual orientation, disability, or age and without regard to the exercise of rights guaranteed by state or federal law. It is the policy of the City of Loveland to provide language access services at no charge to populations of persons with limited English proficiency (LEP) and persons with a disability who are served by the City.

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Title VI and ADA Grievance Policy and Procedures can be located on the City of Loveland website at: cityofloveland.org

Password to the public wireless network (colquest) is accesswifi

1. AGENDA

1.1. JOHNSTOWN

PLANS AND PURPOSES FOR THE I-25 PARALLEL ARTERIAL COLLABORATE PROJECT

The purpose of this item is to provide the elected officials of both Johnstown and Loveland about plans and purpose for the I-25 East Parallel Arterial a collaborative project between multiple local governments and the Colorado Department of Transportation.

[Agenda Item Report Johnstown](#)

1.2 LOVELAND

HIGHWAY 402 CORRIDOR UPDATE

Loveland will provide an overview of the 402 Corridor Plan and answer any questions from members of the Johnstown Town Council and Loveland City Council.

[Agenda Item Report - Loveland](#)

2. ADJOURN



MEETING DATE: 9/30/2019
TO: Honorable Mayor Gary Lebsack and Mayor Jacki Marsh
Town and City Councilors
PRESENTER: Matt LeCerf, Johnstown Town Manager

AGENDA ITEM:

The purpose of this item is to provide the elected officials of both Johnstown and Loveland about plans and purpose for the I-25 East Parallel Arterial a collaborative project between multiple local governments and the Colorado Department of Transportation.

RECOMMENDED COUNCIL ACTION:

Informational and Discussion Only

SUMMARY:

The I-25 East Parallel Arterial (IPA) is a collaborative project between the local governments of Weld and Larimer County, and the Towns of Berthoud, Johnstown, and Mead. Also helping to facilitate the arterial corridor is the Colorado Department of Transportation (CDOT). The project's focus and objective is to ultimately create an alternative roadway corridor or major arterial from WCR 9.5' and Highway 66 to LCR 3 and Highway 34. The road will travel for approximately 14 miles, on the east side of, and parallel to I-25. At its southern most point and for approximately 2/3 of the total length the road will be located about ½ mile from the interstate. At its northern most point where it terminates at Highway 34, it will be 1.5 miles from the I-25 (Exhibit 1-4). The terminus at LCR 3 and Highway 34 will tie into the planned interim improvements to realign the intersection (Exhibit 5) as contemplated in the Highway 34 PEL adopted in February 2019.

The current focus of the project and CDOT's involvement is to get the project to the 30% design level. Details at this design level will include:

- Identification of the preferred alignment that meets an agreed upon geometric design criteria (Exhibit 6).
- Road Right of Way width of 120' to accommodate 4 lanes of traffic and single turn lane (or ornamental raised median where applicable), bike pathways, and sidewalks. A general concept for the typical cross section is included (Exhibit 7).
- Creation of an Access Control Plan (ACP) for the roadway corridor.

This roadway will serve multiple purposes and benefits that include:

- Provide the ability for economic growth; directly impacting: education, social, health, and employment. Providing an alternate route for local traffic between Highway 34 and Highway 66 on a major arterial.

- Alleviate additional congestion on I-25.
- May provide for the elimination or devolution of portions of the East Frontage Road along the corridor.
- New development will create an increase in traffic (numbers are not available at this time) so users will be looking for alternate routes to I-25 [especially when there is an accident on I-25].
- Saves in preconstruction costs by allowing the numerous engineering firms to work together and share survey, railroad, and utility information for the 14 miles of expected IPA roadway.
- IPA planning effort will provide the local communities (Weld, Larimer, Johnstown, Mead, and Berthoud) with a safer and more efficient alternate route to I-25.
- Consistent roadway and drainage design criteria
 - Fewer changes in drivability for a user reduces their crash potential.
- Consistent access control
 - Provides fewer stops and safer turn movements along the roadway corridor.
- Leverages impending development and partnerships to help drive a new roadway network that will better serve the overall Northern Colorado Transportation Network (NCTN).
- ROW preservation – unique opportunity to proactively design an arterial and plan for ROW dedication and utility placements as development occurs that will also have minimal impacts to existing infrastructure

The future construction of the roadway corridor will be coordinated by the local government entities and financed through various mechanisms which may include: development contributions and obligations, local government dollars, and grants.

LIST OF ATTACHMENTS:

- Exhibit 1 – Overall preferred alignment with estimated construction timeline
- Exhibit 2-4 – Alignment sections for better visibility
- Exhibit 5 – Proposed LCR 3 & Highway 34 realignment
- Exhibit 6 – IPA Geometric Design Criteria
- Exhibit 7 – IPA Typical Cross Section

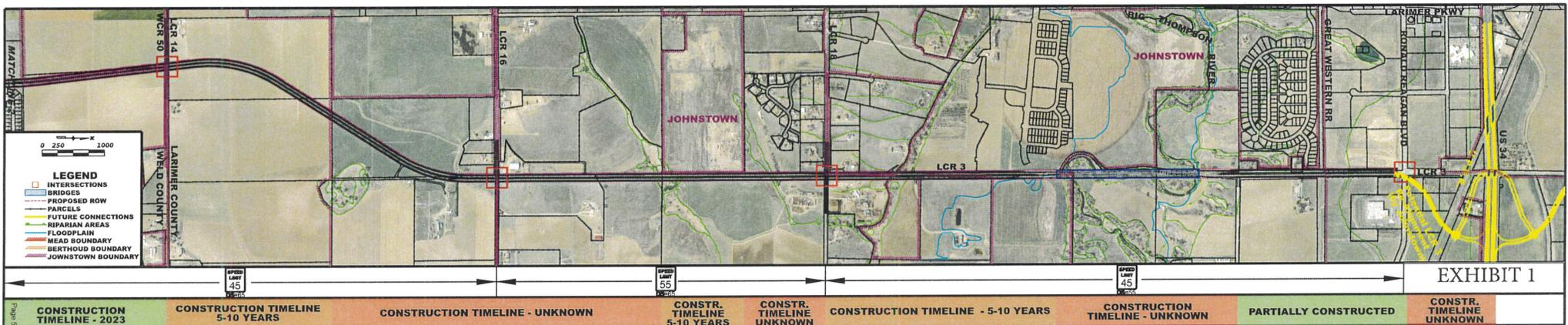
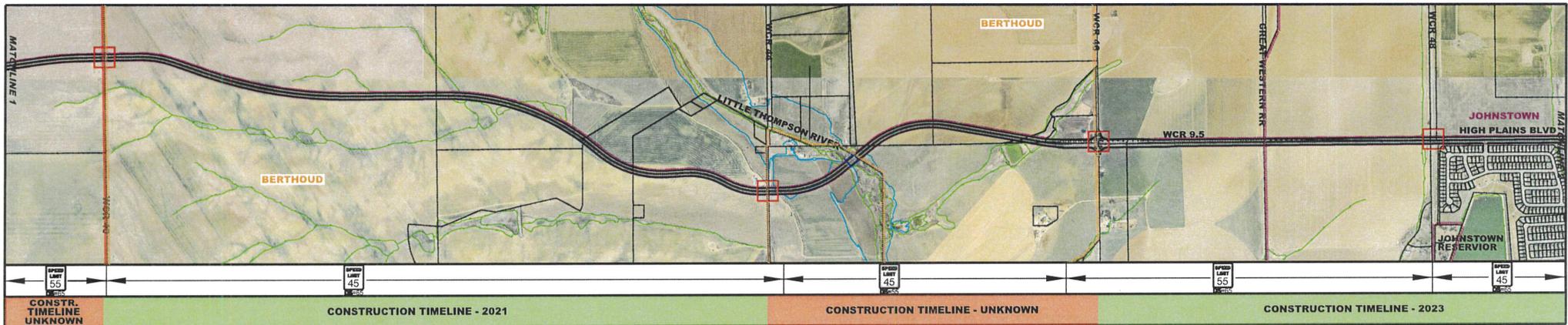
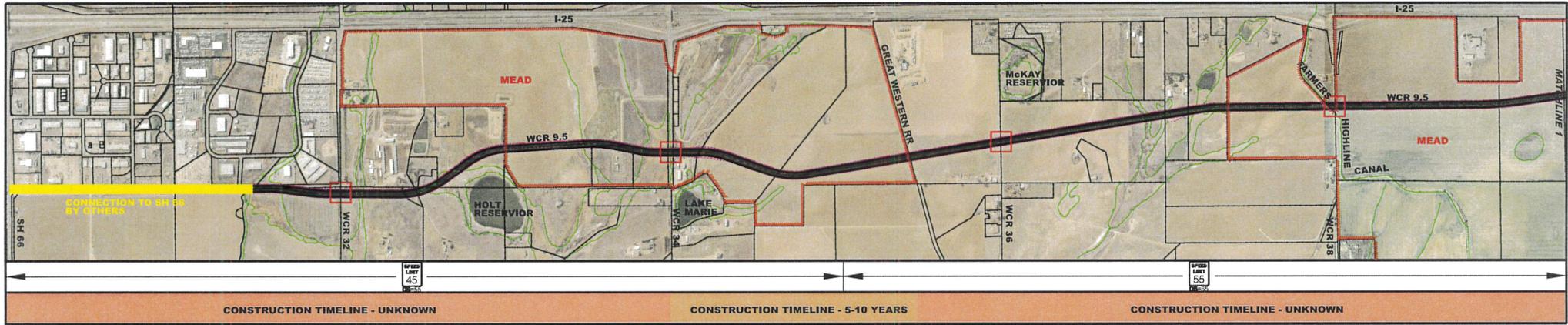
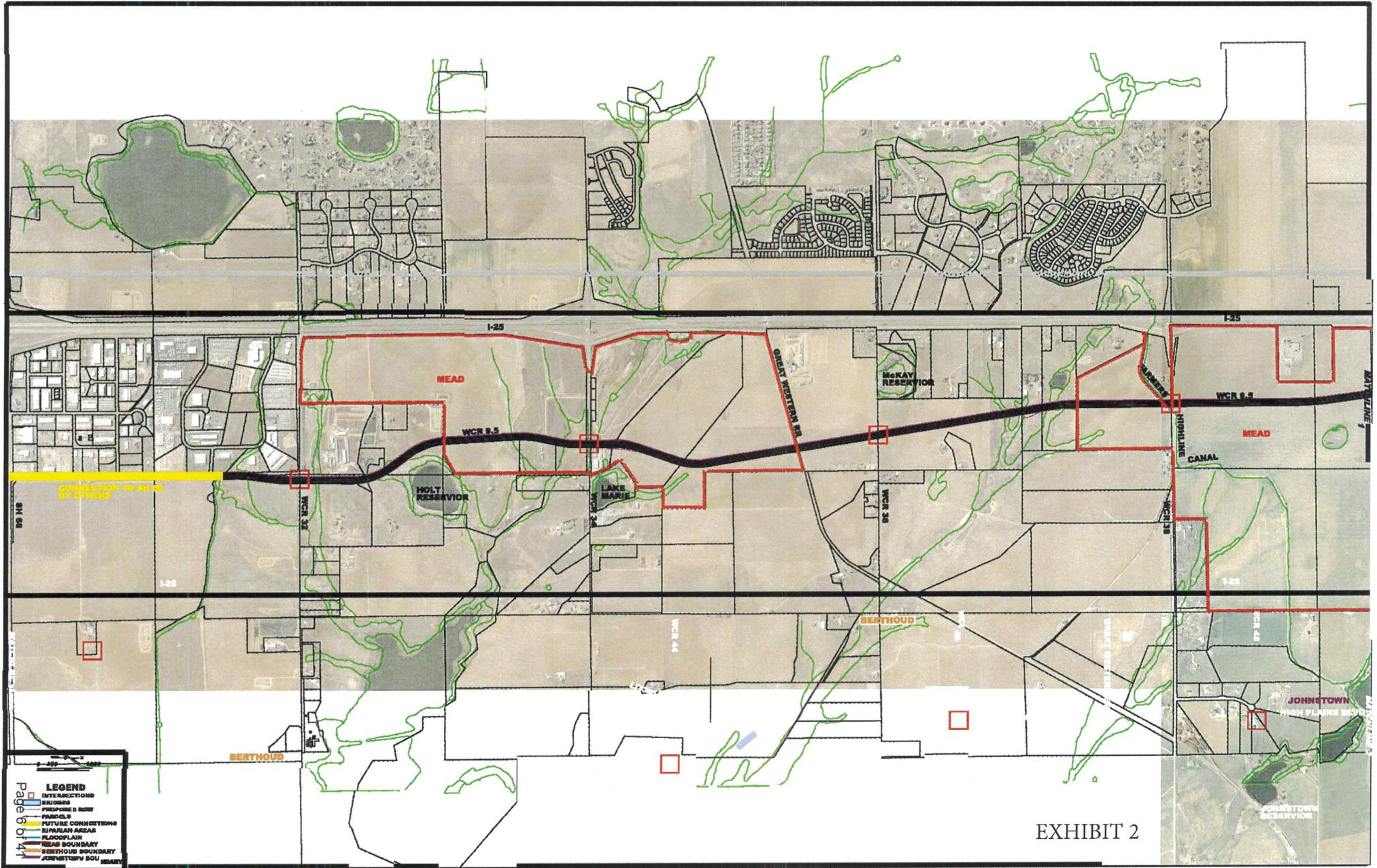


EXHIBIT 1



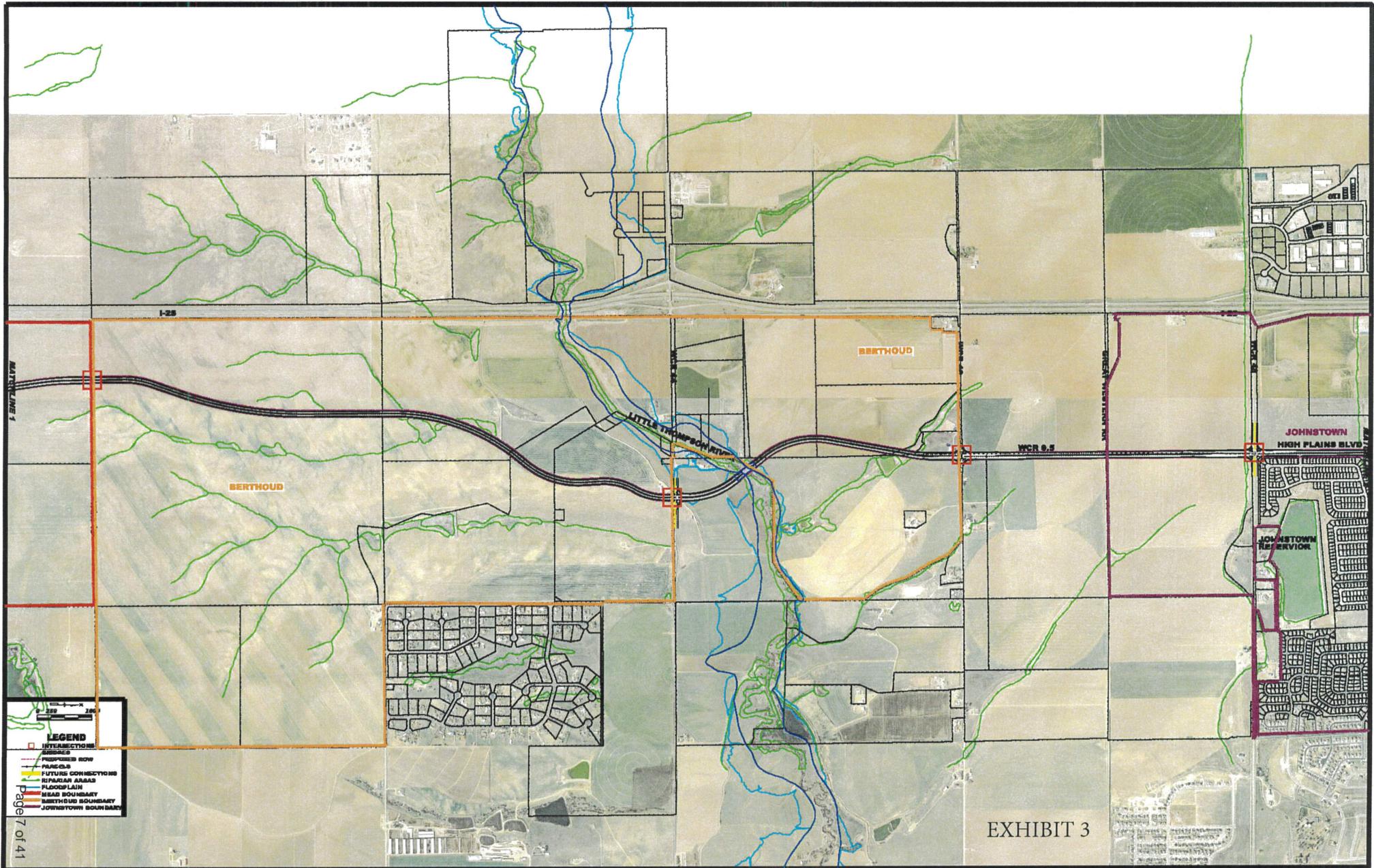


EXHIBIT 3

LEGEND
 INTERSECTIONS
 FLOODPLAIN
 BERTHOUD BOUNDARY
 JOHNSTOWN BOUNDARY
 PROPOSED BOUNDARY
 PARCELS
 FUTURE CONNECTIONS
 REPAIR AREAS
 HEAD BOUNDARY
 MIDDLE BOUNDARY
 JOHNSTOWN RESERVOIR

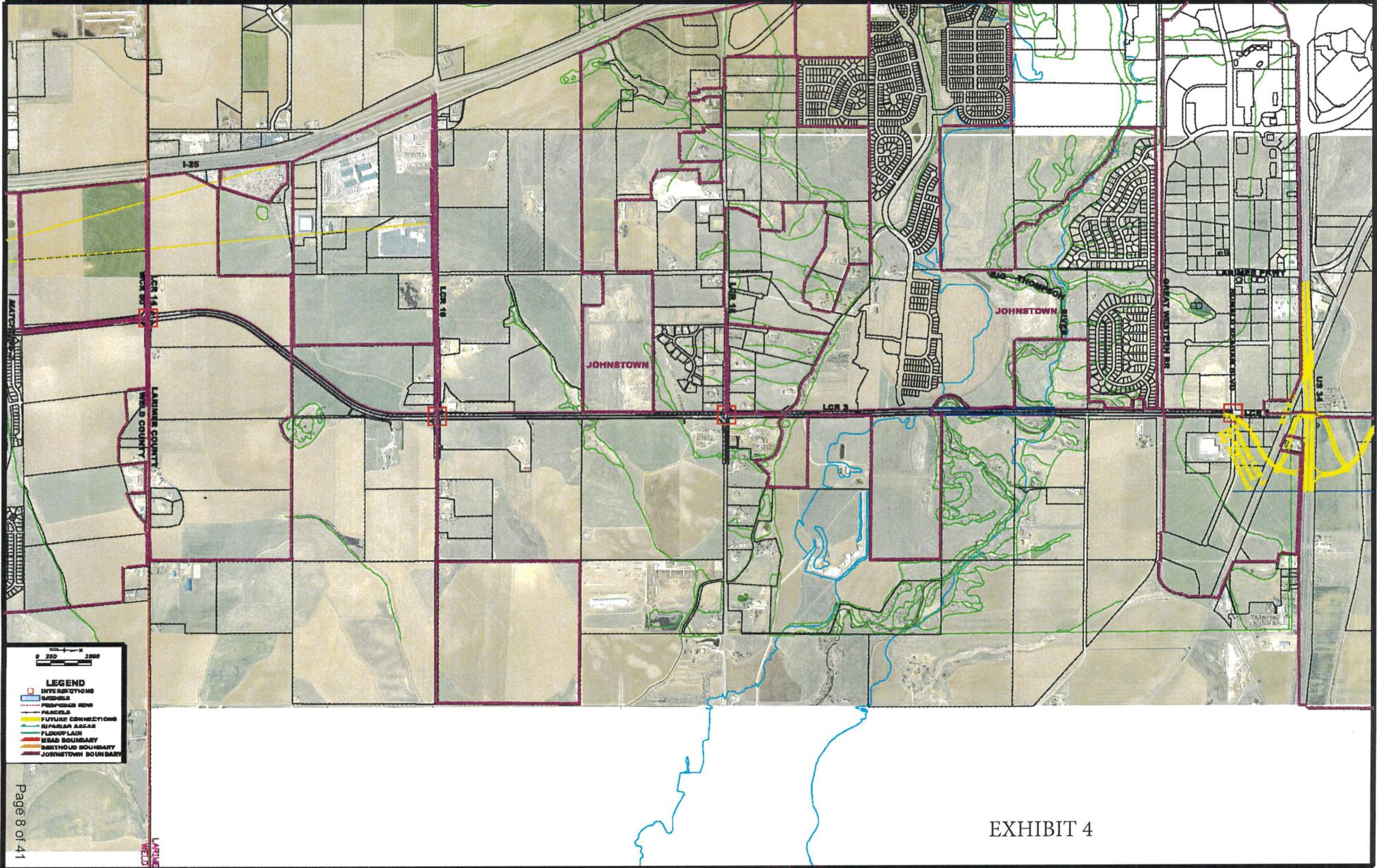


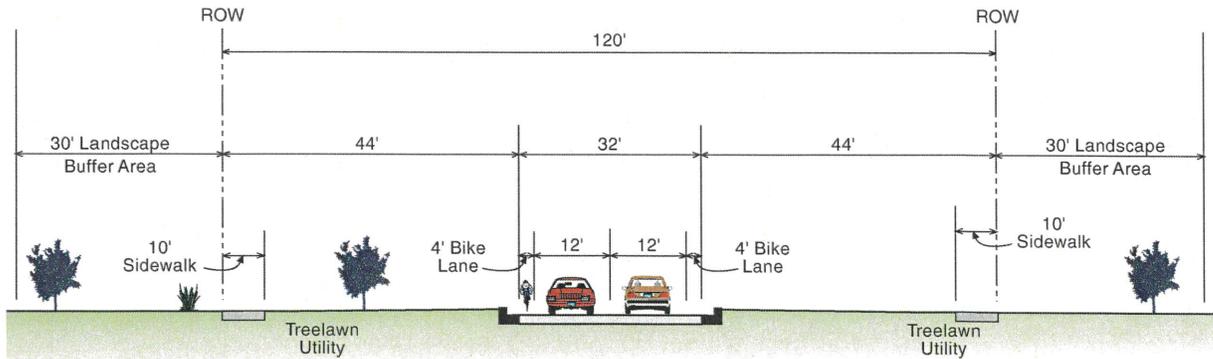
EXHIBIT 4

I-25 Parallel Arterial - GEOMETRIC DESIGN CRITERIA - EXHIBIT 6

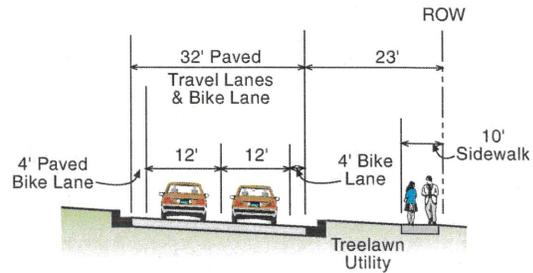
ROADWAY SECTION	Freeway Main Lanes	Source	Comments
GENERAL INFORMATION			
Roadway Limits	New Alignment WCR 32 to Ronald Reagan Blvd		
Functional Classification	Rural Arterial		Rural arterial or rural town arterial contexts i. County Highway vs Arterial
Design Speed	Desired - 65 mph Minimum - 55 mph	WCECG 4.1.3	
Posted Speed	Desired - 55 mph Minimum - 45 mph	WCECG 4.1.3	
Design Vehicle	WB-67		Occasional Large Moving truck
Sight Distance	SD = 725' @ 65 mph SSD = 730' @ 70 mph	WCECG Tables 6-3 through 6-5	See attachments
Design Units	English		
TYPICAL SECTION			
Travel Lanes			
Number of Lanes	Interim: 2 Ultimate: 4		Interim: One each direction with turn lanes where applicable Ult.: Two each direction with turn lanes where applicable
Lane Width	12'		
Cross Slope	NC = 2%	WCECG [4.2.4]	
Max Superelevation	e = 6%	WCECG [4.2.1]	
Superelevation Distribution	60/40		CDOT
Shoulders			
Shoulder Width	Desired - 8 ft Minimum - 4 ft		
Cross Slope	2%		
Max Rollover	N/A		
Median			
Width	18'		
Slope			
Side Slopes			
Clear Zone Width	See Roadside Design Guide		
Slope Inside Clear Zone	6:1		
Slope Outside Clear Zone	3:1		
HORIZONTAL ALIGNMENT			
Curve Radius	Minimum desired: 2000'	AASHTO GDHS	Increased to nearest whole value
VERTICAL ALIGNMENT			
Max Grade	4%		
Min Grade	0.5%		0.3% in special cases on non-curbed areas
Min Curvature (K)			(nest inside horizontal curve if coincidental)
Min Length	300'		$3 \times V_d$
Sag Vertical Curve	157	AASHTO GDHS	
Crest Vertical Curve	193	AASHTO GDHS	
Bridge			
Design Frequency	100yr Urban 50yr Rural FEMA Floodplain = Mapped 100yr FP & discharge		
Foundation Scour	100yr and 50yr		
Freeboard	a. High-debris b. Low to moderate debris		
Railing	N/A		No standard, design recommendation [4.8.3]. Consider ped railing in urban or future urban areas.
Median Guardrail	Midwest Guardrail system (MGS)		
Drainage			
Floodplain	Dependent on Local Agency regulations		
Roadside Ditches	overtopping limited to 6-in above road in 10-yr event	WCECG [5.3.3]	Flatbottom ditches, Road is considered white shoulder line
Culverts	6-in over road in 10-yr 18-in over road in 100-yr	WCECG [5.3.3]	consideration of higher standard for this road?)
Culvert Material	i. RCP or approved equal under public roadway [5.6.2] ii. Under driveways?? (RCP and CMP?) [5.10.2] iii. Mannings n=0.013 (concrete, pvc or hdpe), n=0.025 (cmp)		
Floodplain	Refer to FEMA		
FES	Required	WCECG 5.10.4	

I-25 Parallel Arterial - GEOMETRIC DESIGN CRITERIA - EXHIBIT 6

ROADWAY SECTION	Freeway Main Lanes	Source	Comments
Min Slope	prevent sediment		3 fps??
Traffic			
Standard Access Details		WCECG [6.3]	
Dimensions	a. Residential 20-24' wide and 25' r min b. Commercial/Industrial 24-36' wide and 65' r min		Includes agriculture accesses
Alignment	a. 80-100 degree angle		
Grades			
Sideslopes	3:1 max	AASHTO rec. 10:1 desired/ 6:1 max for transverse slopes in clear zone	
Other	a. Culverts, b. mailboxes, c. aux lanes [6.6], d. materials (all weather) and e. paving limits		
Signing and Striping	MUTCD		
Access Control	CDOT Access Control Guide		
MUTCD			
Paint			Inlaid, Epoxy, etc
Sign Hardware			
Lighting			
Geotech			
Pavement Design			
Aesthetics and Landscaping			
Seeding and Planting		WCECG [5.12.2]	
Seed Mix		WCECG [5.12.3]	
Right-of-Way			
Appraisals			
Acquisitions			
Relocations			
Fencing			140' ROW minimum - toes likely to catch wider CHANGED TO 120' ROW minimum on 9/12/2019
ADDITIONAL INFORMATION			
Additional Notes			



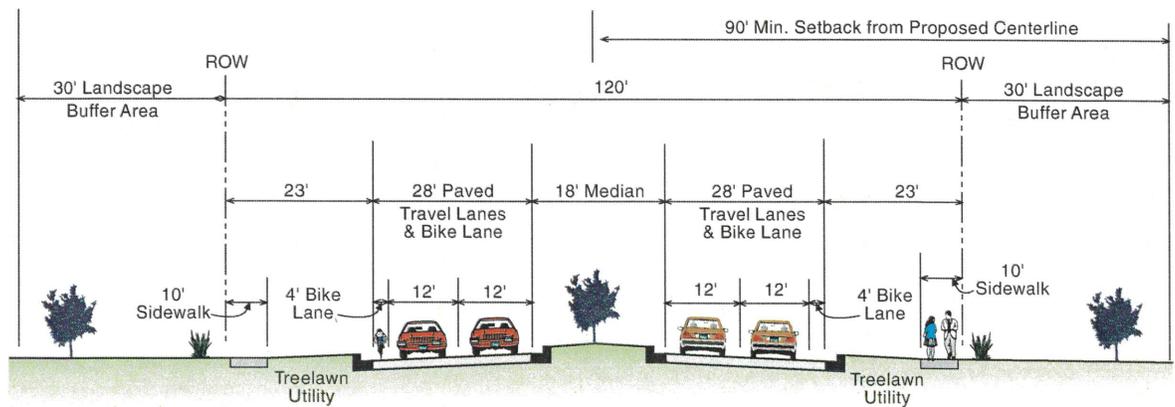
Initial Phase



Alternative

NOTES:

1. Left and right turn lanes at intersections and accesses as necessary
2. On-street bike lanes
3. Utilities should be located under the road or sidewalk, where possible

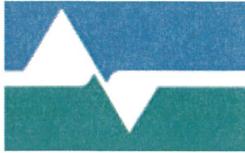


Ultimate Phase

EXHIBIT 7
Major Arterial
Typical Cross Sections



NOT TO SCALE : GRAPHICAL REPRESENTATION ONLY



MEETING DATE: October 1, 2019
TO: Johnstown Town Council and
Loveland City Council
DEPARTMENT: Loveland Development Services
DIRECTOR: Brett Limbaugh
PRESENTER: Jennifer Hewett-Apperson

AGENDA ITEM:
402 CORRIDOR DRAFT PLAN PRESENTATION

RECOMMENDED CITY COUNCIL:
Information Only

OPTIONS:

COUNCIL ACTION OPTIONS	CONSEQUENCE
Approve the Motion	N/A
Deny the motion or take no action	N/A
Adopt a Modified Action	N/A
Refer back to Staff	N/A

SUMMARY:

Purpose: Staff will provide an overview of the 402 Corridor Plan and answer any questions from members of the Johnstown Town Council and Loveland City Council.

Objective: This item is informational only.

Impact: The 402 Corridor Plan will provide a framework for development along the corridor.

Council Follow-up: The Loveland City Council will hold a public hearing to adopt the 402 Corridor Plan at their October 15, 2019 meeting.

BUDGET IMPACT:

Budgetary Impact?	Funds Impacted: N/A
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	Source(s) of Funding: N/A
Grant Funding?	Grantor(s) (State or Fed): N/A
	City Matching Requirement: N/A
	On-going or One-Time: N/A
	If On-going, when does the grant sunset? N/A
Additional Comments:	None

COUNCIL OR BOARD/COMMISSION REVIEW:

Type of Meeting: Loveland Planning Commission and City Council Review

Dates of Meetings: Planning Commission Study Session August 26, 2019
 Planning Commission Hearing September 23, 2019
 City Council Study Session September 24, 2019

Resulting Vote: This was presented as an information item at the August 26, 2019 Planning Commission meeting and at a Planning Commission public hearing on September 23, 2019 where it was forwarded with a favorable recommendation to City Council. This item was presented at the City Council study session on September 24, 2019 as an informational item.

Discussion: The Loveland Planning Commission and City Council review included discussion on a wide variety of elements within the document including:

- The desire to take advantage of the Big Thompson river corridor and associated open space and parks along the corridor.
- The recently Federal Emergency Management Agency mapping of the flood plain which show a broader area of land along the corridor within the 100 year flood zone than the previous mapping. This results primarily from the narrow bridge spans over the river causing water to back up behind the structures. Costs to rebuild the structures has not been calculated but is estimated to be \$50-80 million.
- The existing two lane roadway section is proposed to be expanded and include four travel lanes landscaped center median, detached walk and bike lanes, tree lawn areas with room for bus pull-out areas within a 150' right-of-way dedication.
- The City has been working with the oil and gas industry to locate proposed facilities as far south of the corridor as necessary to allow for land use development.
- The existing comprehensive plan showed only employment uses along the corridor. The 402 Plan has revised this to include a variety of land use types including residential, mixed use, commercial, business, industrial, office and open space appropriately arranged to maximize economic development opportunities while recognizing and respecting existing development.
- The need finalize plans and cost estimates for the future extension of water, sewer, electric and other utilities.
- A summary of the public outreach efforts employed in the creation of the plan.
- Explanation of the plan visioning exercises and results integrated into the plan

BACKGROUND:

History: The City of Loveland Development Services Department began work on the Highway 402 Corridor Plan in early 2018 in association with Ollson and Associates/Ochsner Hare and Hare in response to this corridor being identified by City Council several years earlier as a priority corridor for such planning activity.

Highway 402 is the southern gateway to Loveland and while it is currently of a more rural character, its location is in the City of Loveland's Growth Management Area (GMA) and Colorado Department of Transportation's (CDOT) reconstruction of the 402/I-25 interchange will ultimately result in development pressures for this corridor. The proposed West Creek development that was ultimately denied by City Council in early 2018 further highlighted the need to complete a Highway 402 Corridor Plan.

The final draft 402 Corridor Plan was presented to the Planning Commission for introduction and initial review on August 26, 2019 with a more detailed review and request for a recommendation to City Council on September 23, 2019. The Planning Commission has forwarded a recommendation of approval to the City Council.

The plan was presented to City Council as an information item on September 24, 2019 and will be followed by a scheduled public hearing for adoption on October 15, 2019. In addition, a joint study session of the Johnstown Town Council and Loveland City Council on October 1, 2109 will include a presentation of the plan and feedback from the members will be considered at the Loveland City Council hearing on October 15, 2109.

*The plan may be viewed online at <http://www.cityofloveland.org/departments/development-services/community-strategic-planning/highway-402>.

The 402 Corridor Plan has eight (8) primary goals:

1. Provide for orderly, thoughtful, and high quality development that is consistent with the community's goals for the corridor;
2. Generate private investment and facilitate redevelopment of deteriorated areas;
3. Increase jobs and generate new tax revenue through new development;
4. Create a gateway employment corridor to Loveland;
5. Understand and identify public infrastructure required to support development;
6. Generate community buy-in through an interactive public engagement process, both online and in-person;
7. Create an infrastructure plan and improvement timeline that is coordinated with other city department and public agency initiatives for Highway 402; and
8. Define a short-term and long-term implementation strategy and public, private, and public-private financing options to advance the Highway 402 Corridor Plan.

Outreach and Notification Efforts: Public engagement was a critical component of this planning process. Staff brought together a diverse group of stakeholders to form a Stakeholder Committee to help guide the planning process and provide critical input. The Stakeholder Committee included residents, business owners, landowners and public agencies.

In addition to regular Stakeholder Committee meetings, two (2) public open houses were held at the Rocky Mountain Center for Innovation and Technology in November 2018 and May 2019. Both open houses were very well attended, with more than 100 community members in attendance at the first open house and more than 50 at the second open house.

Open houses were noticed via postcards to all property owners in the corridor, posts on City of Loveland's social media pages, emails to those who signed up for notice via the project website, and announcements on the project calendar and city calendar.

The result of this planning process is a plan that is responsive to community needs while establishing a framework for future development on the corridor that protects established neighborhoods, respects natural features and identifies needed infrastructure.

Conditions met/or anticipated: N/A

Start and End Dates (of studies, design, construction, or in service/operational): The 402 Corridor Plan RFP was issued on February 8, 2018. Olsson & Associates/Ochsner Hare & Hare were selected and entered into a contract for planning services on July 9, 2018. Work began on the 402 Corridor Plan in August 2018 and continued through July 2019.

ANALYSIS TABLE:

Yes: No:

LIST OF ATTACHMENTS:

Att 1 Powerpoint Presentation

402 Corridor Plan

JENNIFER HEWETT-APPERSON
DEVELOPMENT SERVICES
SEPTEMBER 30, 2019

AGENDA

1

PLAN BACKGROUND

2

EXISTING CONDITIONS

3

PUBLIC ENGAGEMENT

4

PLAN RECOMMENDATIONS

5

LOVELAND-JOHNSTOWN
OVERLAP AREA

6

NEXT STEPS

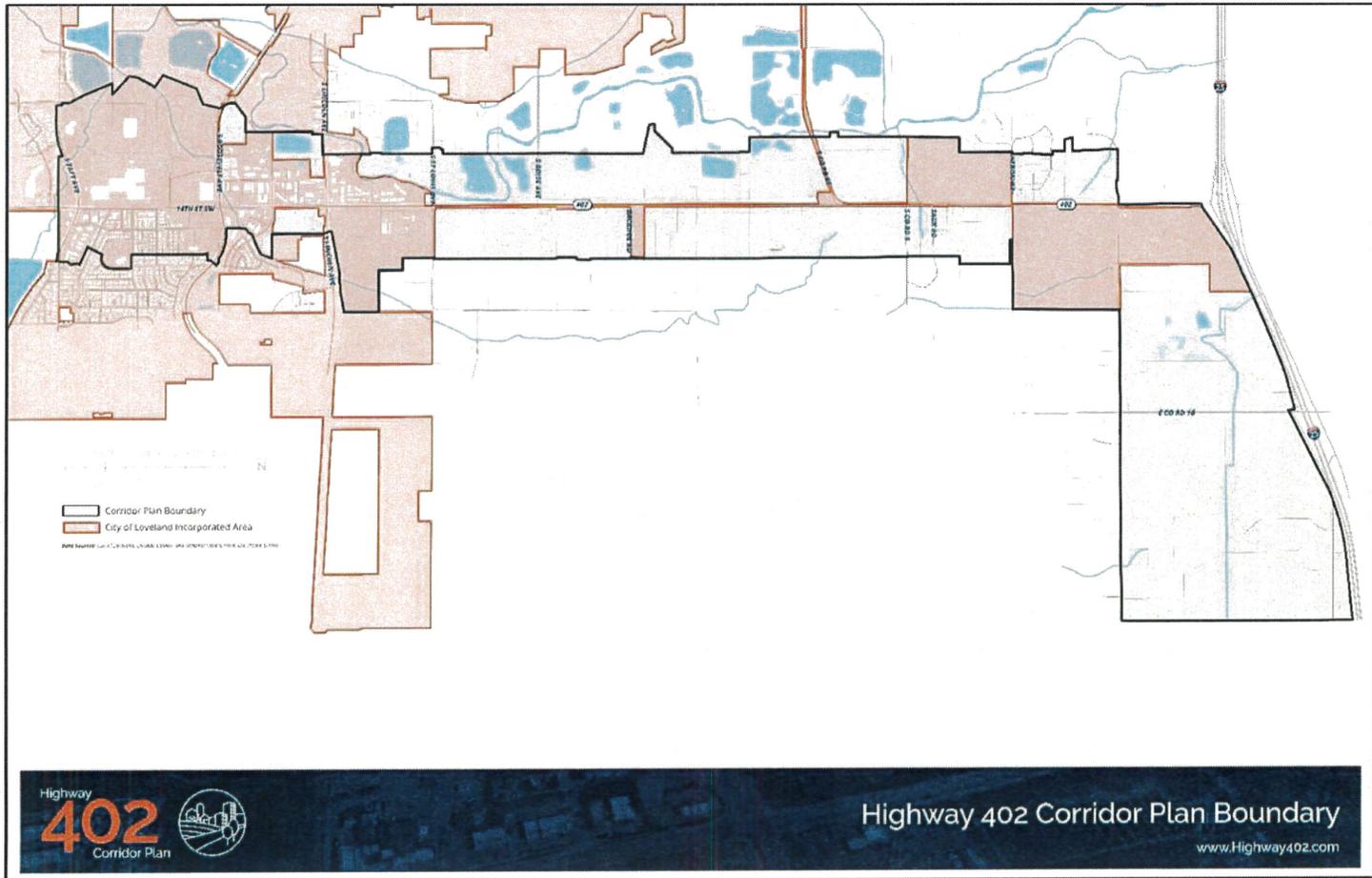
402 CORRIDOR PLAN

PLAN BACKGROUND

- City Council priority identified in 2012
- Identified in Create Loveland
- Intergovernmental agreements with Larimer County & Johnstown
- Within City of Loveland Growth Management Area
- Southeastern portion within Loveland-Johnstown Overlap Area
- Goal: Get ahead of development pressures

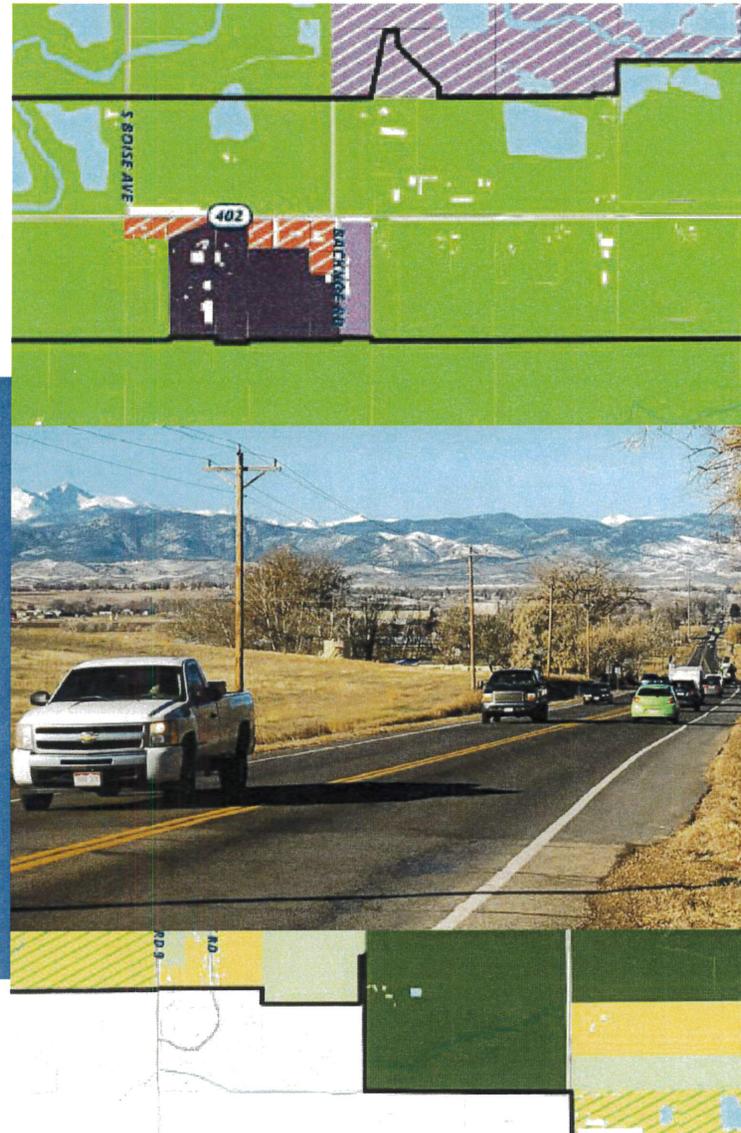


STUDY AREA



402 CORRIDOR PLAN

EXISTING CONDITIONS

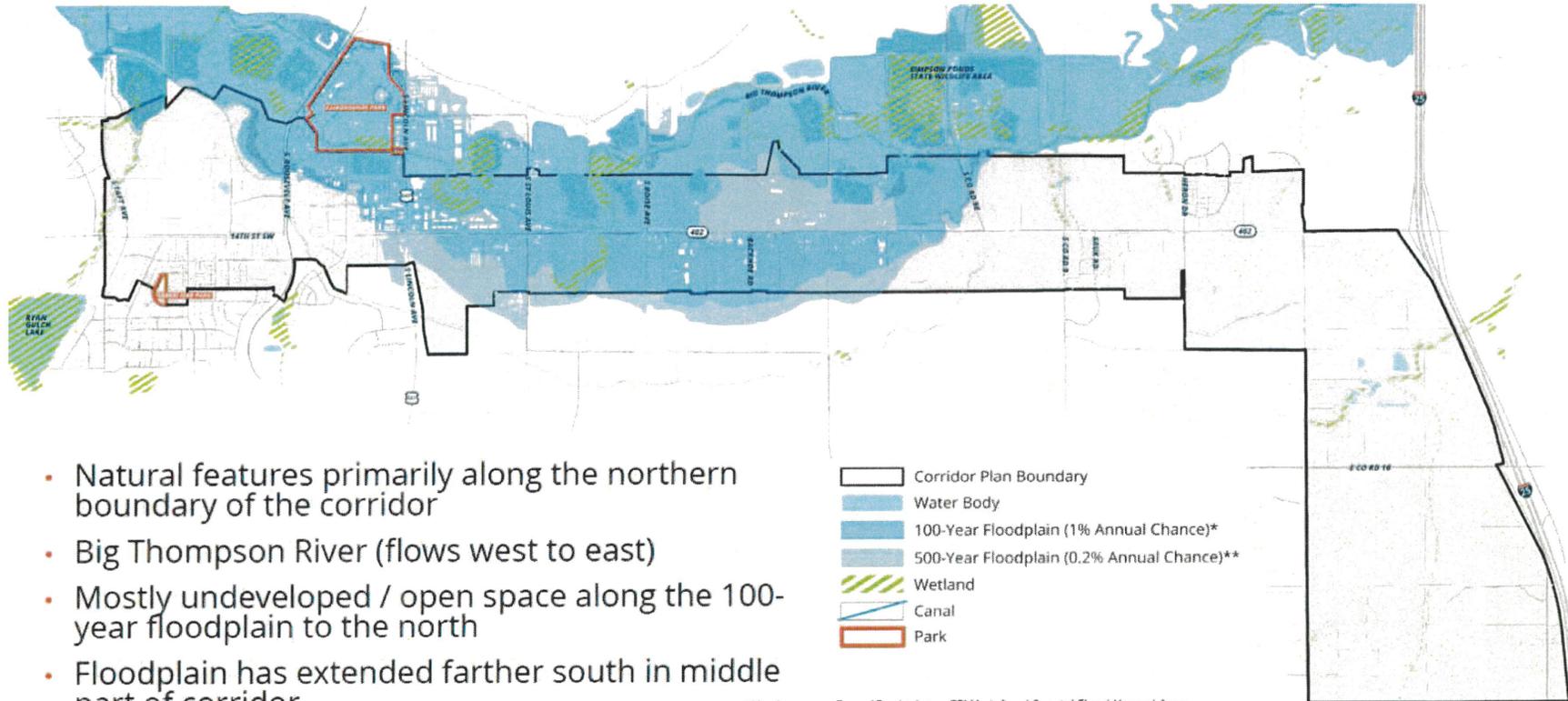


EXISTING CONDITIONS

LAND USE & ZONING

- Mostly unincorporated Larimer County
- Southeast portion in area subject to IGA with Johnstown
- Mixture of agricultural, large lot residential, industrial and undeveloped land
- County Farming & Forestry zoning dominates corridor between Hwy 287 & I-25, with pockets of Industrial and Mixed Use Activity Center districts
- City water & wastewater service not yet available to eastern portion of corridor

Natural Features



- Natural features primarily along the northern boundary of the corridor
- Big Thompson River (flows west to east)
- Mostly undeveloped / open space along the 100-year floodplain to the north
- Floodplain has extended farther south in middle part of corridor.

	Corridor Plan Boundary
	Water Body
	100-Year Floodplain (1% Annual Chance)*
	500-Year Floodplain (0.2% Annual Chance)**
	Wetland
	Canal
	Park

*Also known as Zone AE, which is a FEMA-defined Special Flood Hazard Area
 **Also known as Zone X, which can also include 1% annual chance flood hazard areas with an average depth of less than one foot or with drainage areas of less than one square mile.

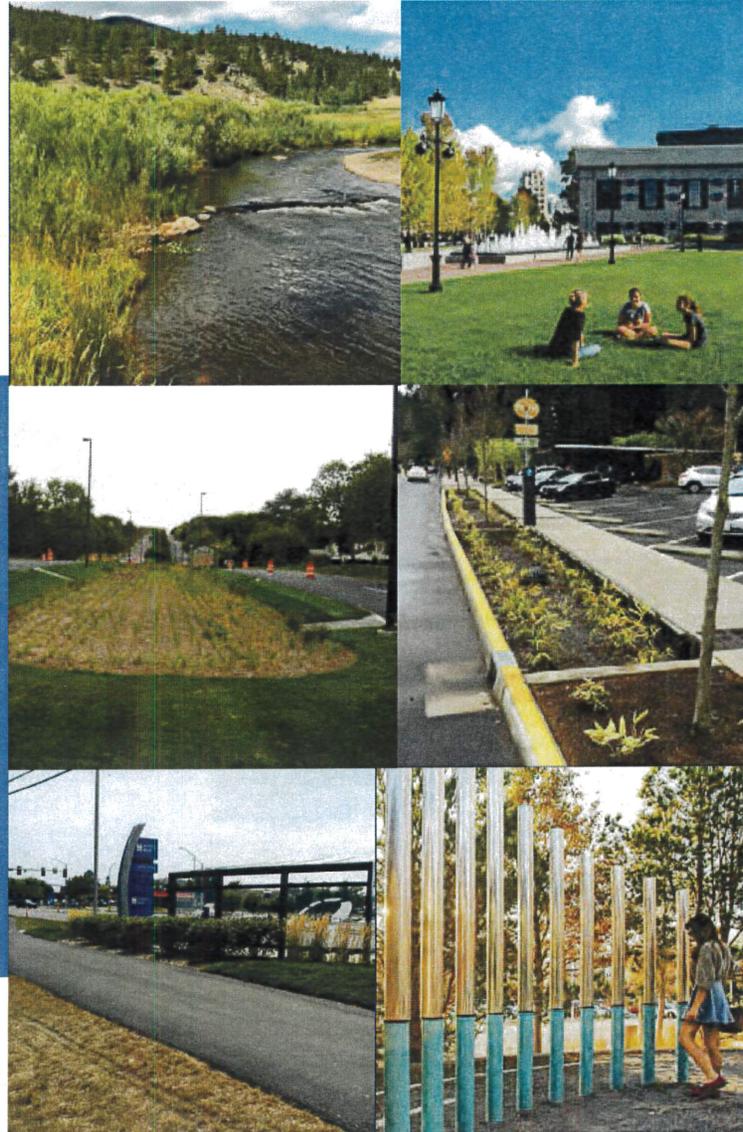
EXISTING CONDITIONS

TRANSPORTATION

- Primarily state highway with some portions owned by City
- No signalization east of S. Boise Ave.
- Most of 402 is a 2-lane roadway
- No transit or bike/pedestrian facilities
- I-25/402 interchange closed and under construction through October 2019

402 CORRIDOR PLAN

PLAN RECOMMENDATIONS



PLAN RECOMMENDATIONS

LAND USE

- Align zoning with proposed future land use plan
- Focus development around major activity nodes – large scale developments at appropriate locations
- Develop corridor specific development standards
- Capitalize on proximity to the Big Thompson River
- Use transitional land uses to buffer existing residential uses from commercial and industrial uses
- Coordinate with Larimer County & Johnstown on annexation when requested

PLAN RECOMMENDATIONS

DEVELOPMENT & REDEVELOPMENT

- Promote development of activity nodes that align with transportation improvements
- Large scale developments should be at appropriate locations & incorporate place-based, environmentally friendly & modern site development & building techniques
- Balance clustered development with open space preservation
- Minimize intrusion of new development into existing neighborhoods

PLAN RECOMMENDATIONS

TRANSPORTATION

- Expand roadway consistent with preferred cross sections identified through public engagement process
- Accommodate projected traffic volume increases with future network additions
- Enhance transit network
- Develop wayfinding system to support movement of users within built & natural environment
- Include bike/pedestrian infrastructure in roadway improvements
- Align utility infrastructure with proposed roadway improvements and ensure adequately sized utility services that meet future needs

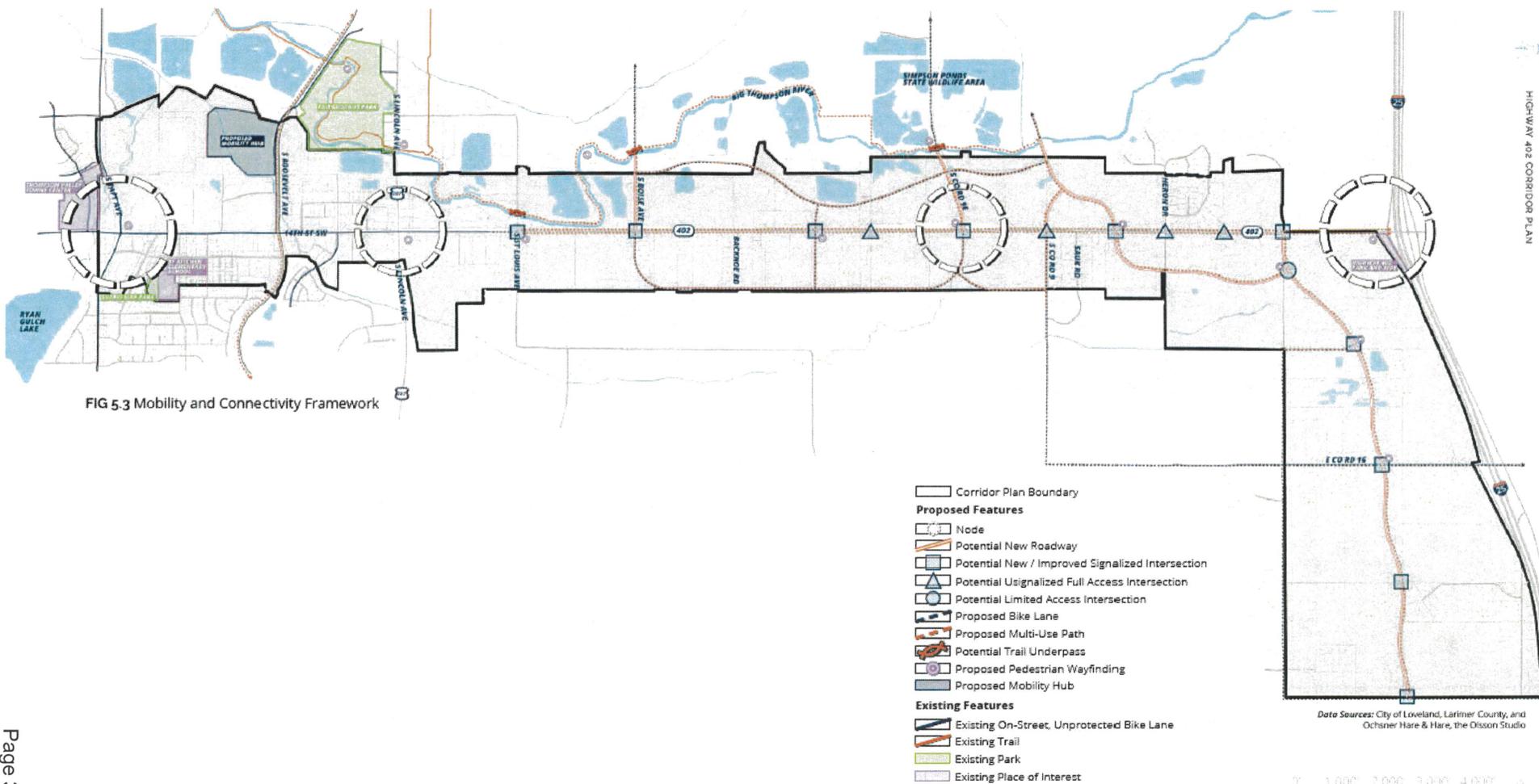


FIG 5.3 Mobility and Connectivity Framework

Data Sources: City of Loveland, Larimer County, and Ochsner Hare & Hare, the Olsson Studio

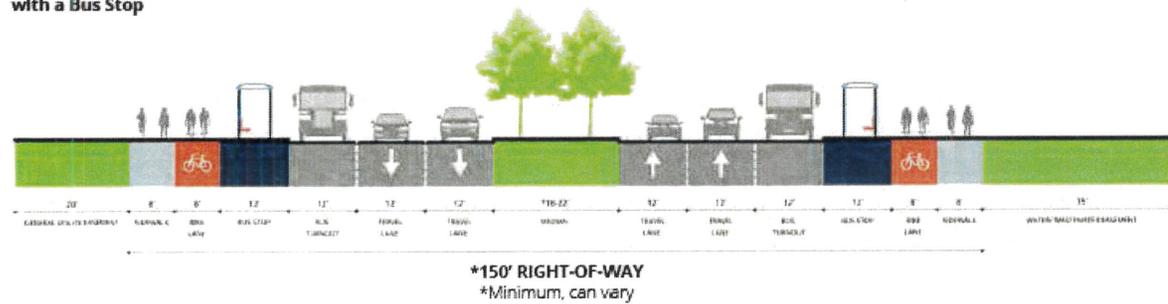


PLAN RECOMMENDATIONS

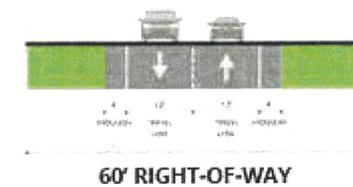
TRANSPORTATION

FIG 5.4 HIGHWAY 402 ROADWAY SECTIONS

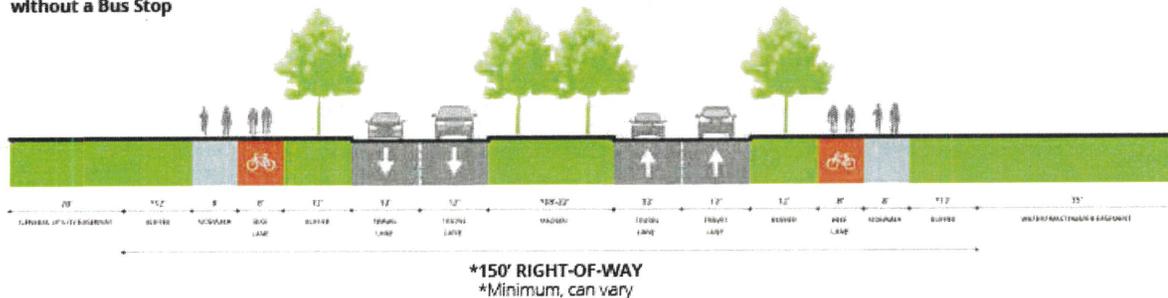
Proposed Highway 402 Section with a Bus Stop



Existing Highway 402 Section



Proposed Highway 402 Section without a Bus Stop



PLAN RECOMMENDATIONS

UTILITIES

- Align utility infrastructure with proposed roadway improvements and ensure adequately sized utility services that meet future needs
- Facilitate future development at key locations by improving corridor as urban scale major arterial with appropriate utility corridors
- Require developer financed utility installation
- Explore opportunities for renewable energy infrastructure & green infrastructure

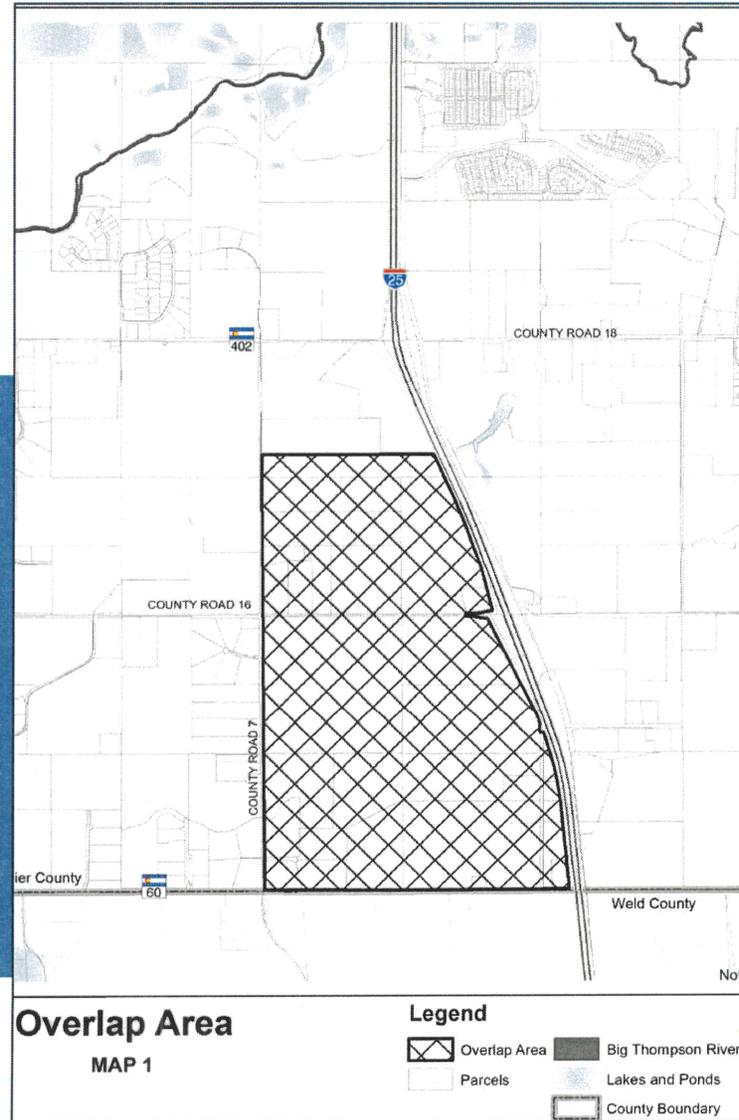
PLAN RECOMMENDATIONS

AESTHETICS & QUALITY OF LIFE

- Enhance connectivity of existing trails and bike amenities along Big Thompson River to encourage healthy lifestyles through improved outdoor recreational opportunities while promoting development that is mindful of the floodplain
- Create cohesive wayfinding system that connects to all transportation modes
- Design & build streetscape enhancements to enhance corridor aesthetics while establishing a unique brand for Highway 402
- Integrate open spaces into the corridor, especially in private developments
- Develop public & private design guidelines that include building facades, site and signage
- Preserve scenic viewsheds & vistas along the corridor

402 CORRIDOR PLAN

PLANNING OVERLAP AREA



LOVELAND – JOHNSTOWN OVERLAP AREA

IGA PROVISIONS

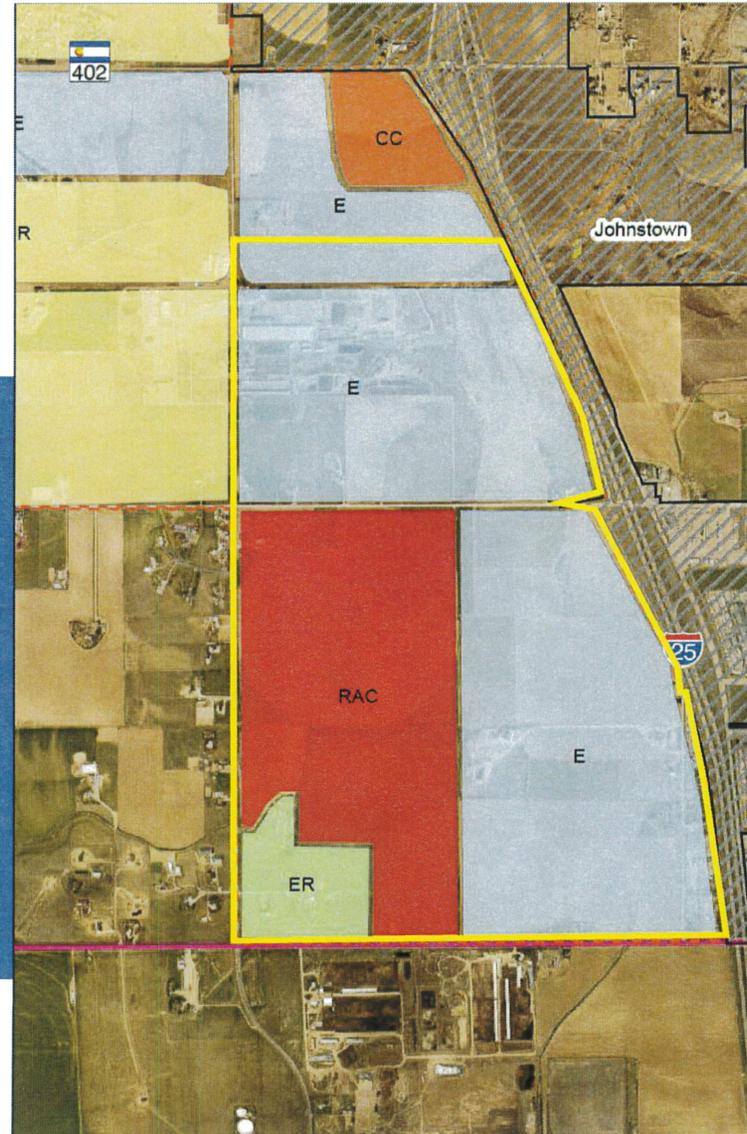
- Defines Overlap Area: the portion of land that is located in GMAs for both Loveland & Johnstown
- Establishes processes for:
 - Amendments to Growth Management Area boundaries
 - Annexation in the Overlap Area
- Identifies:
 - Relationships between IGAs & other plans
 - Rights & responsibilities of municipalities & property owners
- Agreement for collaborative planning efforts in the Overlap Area

402 CORRIDOR PLAN: EXISTING
FUTURE LAND USE MAP

PLANNING OVERLAP AREA

Existing Future Land Use Categories:

Employment, Regional Activity Center,
Estate Residential



402 CORRIDOR PLAN: PROPOSED
LAND USE MAP

PLANNING OVERLAP AREA

Proposed Land Use Categories:

Commercial, Mixed Use, Business
Park/Flex, Single Family Residential



LOVELAND – JOHNSTOWN OVERLAP AREA

HIGHWAY 402 CORRIDOR PLAN RECOMMENDATIONS

- Capitalize on I-25 frontage & 402 interchange
- Broader mix of land uses – more flexible, reduces impact on large lot residential and agricultural uses to the west
- Enhanced transportation network: proposed north-south spine road

402 CORRIDOR PLAN

NEXT STEPS

- October 15th City Council adoption public hearing
- Coordinate with Larimer County and Johnstown to ensure consistent policy application
- Update Create Loveland Future Land Use Map & Plan



JUNE 2019

Highway 402 Corridor Plan



City of Loveland

ochsner
hare + hare
the olsson studio

Prepared for the City of Loveland, CO
Prepared by Ochsner Hare & Hare,
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**THANK
YOU**