



JANUARY 2019

Highway 402 Corridor Plan

Charrette Summary



City of Loveland

**ochsner
hare + hare**
the **olsson** studio

Prepared for the City of Loveland, CO

Prepared by Ochsner Hare & Hare,
the Olsson Studio



The **Charrette Summary** describes the events of the Highway 402 charrette that took place from November 13 to 15th, 2018, at the Rocky Mountain Center for Innovation & Technology (RMCIT) in Loveland, Colorado. The charrette is one part of a year-long planning process conducted by the City of Loveland for an approximate four-mile stretch of Highway 402. This highly engaging process included several meetings with the Highway 402 Advisory Committee and Highway 402 Technical Committee and a public open house for members of the community to voice their input. After synthesizing all comments received over the course of this three-day planning effort, the planning team developed a preliminary land use plan for Highway 402.



TABLE OF

Contents

Section 1 - Background

- 3 Introduction
- 3 What is a Corridor Plan?
- 4 Study Area
- 6 Project Timeline and Goals

Section 2 - Visioning and Charrette Process

- 9 Introduction
- 10 Visioning Workshop
- 14 Charrette

Section 3 - Visioning and Charrette Findings

- 21 Visioning Summary and Analysis
- 23 Concept Exploration
- 25 Conceptual Roadway Options
- 28 Concept Refinement
- 34 Narrowed Concept Plan and Next Steps





Section 1

Background

- 3 Introduction
- 3 What is a Corridor Plan?
- 4 Study Area
- 6 Project Timeline and Goals



Introduction

This document details the happenings and findings from the charrette for the Highway 402 Corridor Plan (Plan). The charrette is the most critical piece of stakeholder and public engagement that takes place during the corridor planning process. It provides three days of in-person events to take a “deep dive” into the issues and opportunities along the corridor and work to build consensus around a multifaceted solution.

The purpose of the charrette was to gather city and county staff members, technical experts, the Highway 402 Advisory Committee, and the general public to begin developing preliminary plans for the Highway 402 corridor. Those persons involved were then able to quickly provide input on the preliminary plans, allowing the planning team to react and respond to the input by making changes in line with stakeholder and public opinion.

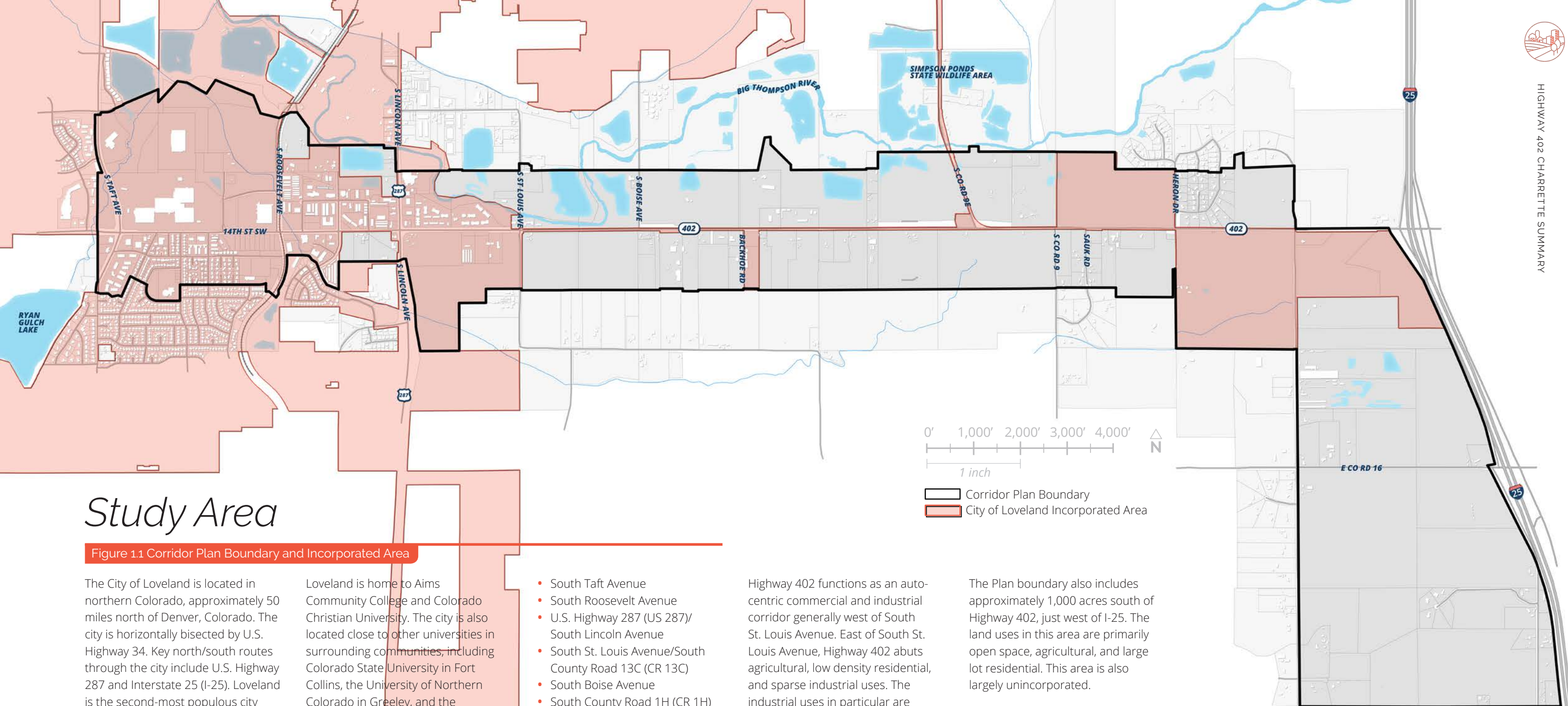
Over the years, safety concerns, mobility issues, and development pressures have arisen along the corridor, leading the City of Loveland to conduct a study of the Highway 402 corridor. To address these issues, the Plan will include an analysis of the corridor’s existing physical, regulatory, demographic, and economic conditions and planning influences, as well as recommendations regarding land use, development and redevelopment, transportation and utility infrastructure, connectivity, natural features, and aesthetics. An in-depth market study was also conducted to create informed development decisions that complement the needs of the corridor, City of Loveland, and broader region. The Plan will address the immediate needs along the corridor, while providing recommendations for improvements and redevelopment in the long-term. At the time of this document’s creation, the Plan is under development. The final plan is to be completed by summer 2019.

What is a Corridor Plan?

A corridor plan examines a roadway holistically, considering multiple forms of transportation, nearby land uses, existing infrastructure, and proximate natural features. A focus on such a wide array of topics that interact with the corridor encourages diverse public engagement, sparking unique dialogue that results in

innovative and community-driven solutions. Corridor planning also helps transportation departments at all levels of government prepare for the existing and future financial needs of a roadway.

This type of planning process results in an integrative plan that is sensitive to community desires, the natural environment, transportation and mobility needs, infrastructure and utility requirements, and future development patterns.



Study Area

Figure 1.1 Corridor Plan Boundary and Incorporated Area

The City of Loveland is located in northern Colorado, approximately 50 miles north of Denver, Colorado. The city is horizontally bisected by U.S. Highway 34. Key north/south routes through the city include U.S. Highway 287 and Interstate 25 (I-25). Loveland is the second-most populous city in Larimer County. The population of Loveland is 74,125, per the U.S. Census Bureau's 2017 Annual Estimate of Resident Population.

Loveland is located just south of Fort Collins, its larger neighbor and county seat. The cities have slowly grown towards each other over past decades and are considered as a single metropolitan area.

Loveland is home to Aims Community College and Colorado Christian University. The city is also located close to other universities in surrounding communities, including Colorado State University in Fort Collins, the University of Northern Colorado in Greeley, and the University of Colorado at Boulder in Boulder.

Highway 402 is a 4.2 mile long state highway. The Highway 402 Corridor Plan boundary, as shown in Figure 1.1 above, includes all of Highway 402, but also extends west to just west of South Taft Avenue. The boundary generally follows Highway 402, but also includes private property as seen in Figure 1.1. Prominent intersections along the corridor include:

- South Taft Avenue
- South Roosevelt Avenue
- U.S. Highway 287 (US 287)/South Lincoln Avenue
- South St. Louis Avenue/South County Road 13C (CR 13C)
- South Boise Avenue
- South County Road 1H (CR 1H)
- South County Road 9E (CR 9E)/South County Road 9 (CR 9)
- Heron Drive/Olsen Drive
- South County Road 7 (CR 7)
- Interstate 25 (I-25)

Highway 402 functions as an auto-centric commercial and industrial corridor generally west of South St. Louis Avenue. East of South St. Louis Avenue, Highway 402 abuts agricultural, low density residential, and sparse industrial uses. The industrial uses in particular are befitting given the corridor's proximity to I-25.

A railroad runs north-south across the corridor, generally following South Roosevelt Avenue. This railroad causes little to no delay for vehicular traffic traveling along 14th Street Southwest.

The Plan boundary also includes approximately 1,000 acres south of Highway 402, just west of I-25. The land uses in this area are primarily open space, agricultural, and large lot residential. This area is also largely unincorporated.

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



Page Intentionally Left Blank



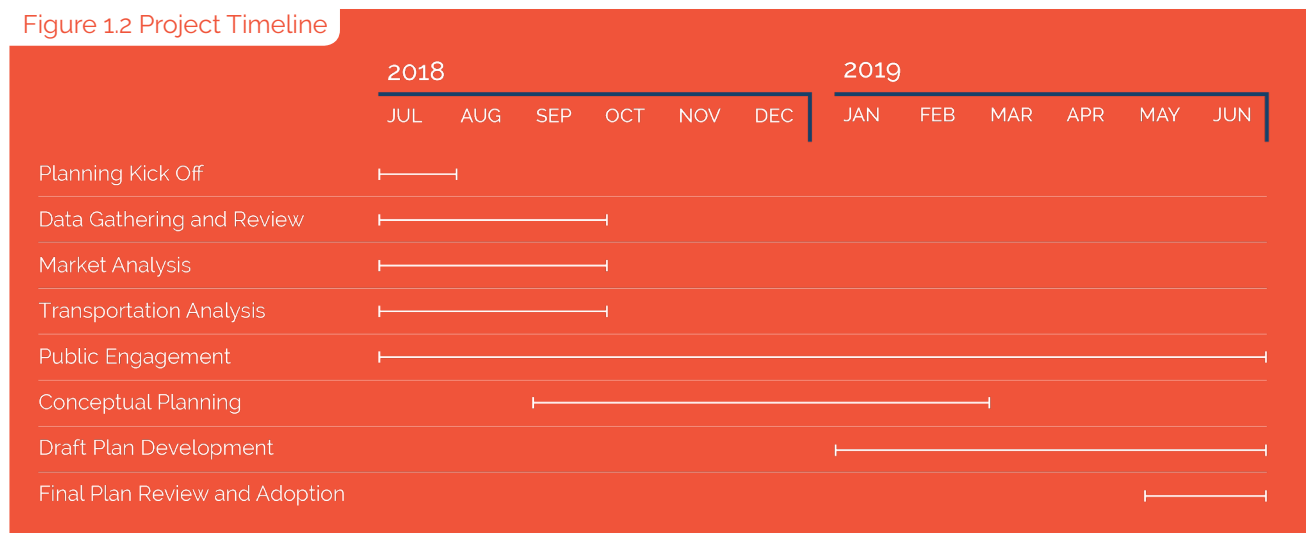
Project Timeline and Goals

The corridor planning process began in July of 2018. The beginning planning phases included data gathering and review, an in-depth market and economic study, and transportation analysis. Also prior to the charrette, the planning team conducted a visioning workshop in Loveland, which brought together city representatives and the Highway 402 Advisory Committee to begin discussing generally what is working and what is not working along the corridor. One month after the visioning workshop, the planning team came back to Loveland for the charrette, which is detailed in this document. Using the concepts generated and feedback gathered during the charrette, the Plan will begin to formalize until it is ready for adoption in the summer of 2019.

Throughout the planning process and into the final planning stages, the project outcomes and goals will be considered and incorporated. These overarching goals, in conjunction with feedback received, will, in part, guide the Plan. The primary goals of the planning process include the following:

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.
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.

Figure 1.2 Project Timeline







Section 2

Visioning and Charrette Process

9	Introduction
10	Visioning Workshop
14	Charrette



Introduction

Before a corridor plan's vision and ultimate plan can be crafted, it is important to meet with stakeholders and members of the public to (1) ensure a clear understanding of their desires for the future of the corridor; (2) to gather local knowledge related to the issues and opportunities along Highway 402; and (3) to build consensus around a multifaceted solution. As integral steps in the corridor planning process, a visioning workshop and charrette were held by the planning team.

The visioning workshop was held on October 11, 2018 at the City of Loveland Development Center (410 East 5th Street). The charrette occurred November 13-15, 2018 at the Rocky Mountain Center for Innovation and Technology (RMCIT) (815 14th Street Southwest), which was also the location for the public open house that took place on November 14, 2018. The following sections will provide additional details on the visioning workshop and charrette. These two engagement efforts led to the charrette findings that are provided in Section 3.

Members of the Highway 402 Advisory Committee completing an exercise during the October 11, 2018 visioning workshop



Visioning Workshop

The first in-person engagement event was the visioning workshop, which set the tone and direction for the planning process. On October 11, 2018, the planning team met with the Advisory Committee for a half-day visioning workshop. The goal of this workshop was to determine the issues and opportunities facing the corridor, the needs, wants, and desires of the Advisory Committee as they relate to the corridor, and to better understand what a successful and supportable corridor plan should include.

The visioning workshop is an important time for the planning team to listen intently to what the community hopes to achieve from the project. This dialogue was facilitated through a variety of exercises that helped the Advisory Committee put their ideas into words.

In preparation for the visioning workshop, the planning team prepared select maps to illustrate the existing conditions along the corridor, studied and analyzed the corridor's demographic and market conditions, created a project website, conducted a public survey, and visited the corridor multiple times. These matters were presented to the Advisory Committee at the visioning workshop, allowing the Advisory Committee the opportunity to provide input on and ask questions about these initial findings. This presentation allowed everyone to work from the same base understanding of the current conditions of the corridor. After presenting this information, the planning team led a series of exercises. These exercises are described and illustrated in the following subsections.



Highway 402 Advisory Committee

The Highway 402 Advisory Committee is made up of area property owners, business owners, and other key stakeholders who have a vested interest in the future of Highway 402. Multiple persons were contacted and asked to serve as a member of the Advisory Committee. Those that accepted the position volunteered their time over multiple months and have had the opportunity to play a guiding role in the Highway 402 Corridor Plan. As a sounding board for the planning team throughout the planning process, these members are to serve as advocates for the Plan, sharing their knowledge and support for the Plan with fellow community members and elected officials. Their insight, discussions with each other and the planning team during in-person engagement events, and guidance is invaluable and appreciated.

The image to the left shows the Member Responsibilities sheet for the Highway 402 Advisory Committee members. It specifically asks members to commit to the following:

- Be honest in your comments and suggestions, keeping the larger area and community in mind.
- Keep an open mind, especially during public open houses and discussions. Be mindful and respectful of other members' thoughts and values when they differ from your own.
- Participate fully in discussions, activities, and community open houses during the entire planning period to help develop the corridor plan. It is then desired to retain the continuity of the committee for future project phases during future phases and development of the area.
- Respond to information requests and meeting invitations in a timely fashion.
- Advocate for the best community solution/plan, and serve as an advocate of the project. Encourage community members to attend the community open houses.

Visioning Workshop

THE MENAGERIE EXERCISE: The third exercise - "The Menagerie" - uncovers the issues and untouchable aspects of the corridor to get a handle on the road blocks that may present themselves during the planning process. The Menagerie is broken out into three categories:

- **Albatrosses:** Something that causes persistent deep concern or anxiety, or something that greatly hinders accomplishment.
- **White Elephants:** A possession that is useless or troublesome, especially one that is expensive to maintain to difficult to dispose of.
- **Sacred Cows:** Something that is often unreasonably immune from criticism or opposition.

Section 3 - Visioning and Charrette Findings provides a summary of the listed albatrosses, white elephants, and sacred cows shown in the images below.



"Albatrosses" Sticky Notes

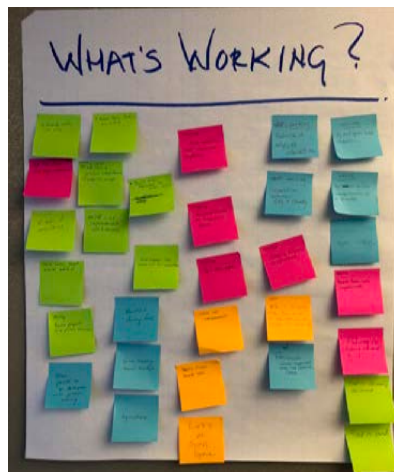


"White Elephants" Sticky Notes

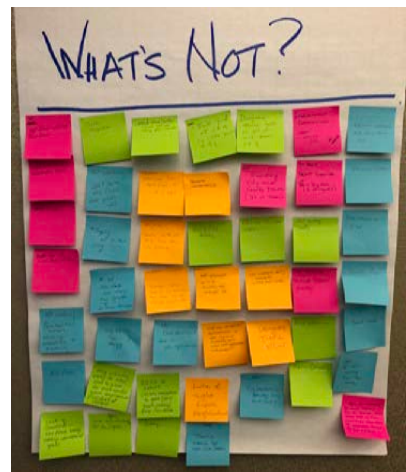


"Sacred Cows" Sticky Notes

WHAT IS WORKING AND WHAT IS NOT WORKING EXERCISE: The next exercise was straightforward and asked Advisory Committee members to tell the planning team what is working and what is not working along the corridor. This helped the planning team understand the corridor's assets, issues, and opportunities. The images to the right show the sticky note responses to these questions; Section 3 - Visioning and Charrette Findings provides a more in-depth overview of the findings.



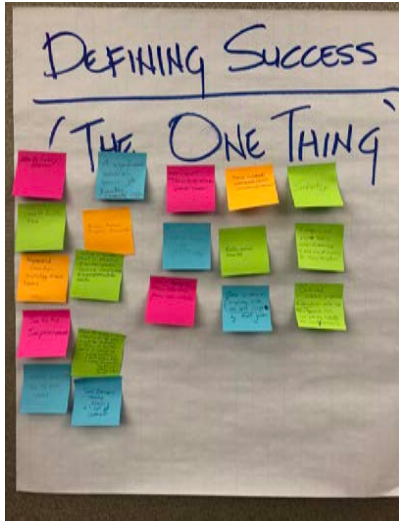
"What's Working?" Sticky Notes



"What's Not Working?" Sticky Notes



Visioning Workshop



"One Thing" Sticky Notes

ONE THING EXERCISE: The final exercise asked the Advisory Committee to answer, "What is the one thing that must be in the corridor plan for you to say this planning process was successful and that you will support the plan?" This exercise provided the planning team with an overarching idea to carry forward in the charrette to have a firm understanding of the critical items to be addressed throughout the planning process and in the final plan.

The image to the left shows the sticky note responses to this question. Section 3 - Visioning and Charrette Findings provides a more in-depth overview of the responses.

Members of the Highway 402 Advisory Committee completing an exercise during the October 11, 2018 visioning workshop





Charrette

While the visioning workshop sets the stage for what should be considered and potentially incorporated into the Plan, the charrette takes a deeper dive into the existing conditions, including a demographic and market analysis, and active drawing and conversations about those hand drawn concepts to flush out a consensus-built conceptual plan.

The charrette takes the information from the visioning workshop, public survey, and existing conditions analysis to further advance the planning process by narrowing in on preferred transportation, land use, development, and redevelopment concepts as determined by the stakeholders and the public. Over this three-day period, November 13-15, 2018, the planning team met multiple times with stakeholders (Advisory Committee), technical advisors (city and county staff members and involved agencies), and with the public to gain insight into their vision for the corridor, the issues and opportunities facing the corridor, programming preferences, and critical aspects to the corridor plan.

In preparation for the charrette, the planning team prepared maps of and evaluated the corridor's natural and built environment, created a project website, conducted and analyzed a public survey, summarized demographic and economic data and trends, conducted interviews with key stakeholders, and performed a two-day in-person assessment of the corridor. This information provided the necessary context for the planning team to ask the right questions during the charrette to unveil the consensus-driven vision for the corridor.

Between each session with the Advisory Committee, the public, and the City of Loveland staff members, the planning team was able to digest the information, summarize the feedback, and/or alter the concepts according to input received. The schedule of events is outlined below.

What's the Purpose of a Charrette?

1 ASSEMBLE

Assemble decision makers, such as city staff members, elected officials, business owners, developers, neighborhood associations, etc.

2 COLLABORATE

Collaborate with the decision makers in information sharing about the corridor, iterative improvement concepts, and feedback and revisions.

3 FINETUNE

Finetune the corridor plan concept through strategic conversations with stakeholders, the public, the city, and involved agencies.

4 CREATE

Create a community-driven, realistic plan, grounded in market and economic reality.

Charrette Events Snapshot

DAY 1 November 13, 2018

The planning team set the table by presenting existing conditions, a recap of findings from the visioning workshop, and the public survey results. A group exercise and subsequent group download followed to understand issues and opportunities discussed. After closed studio time, the planning team met with the Technical Committee before hosting an open studio for any interested member of the public.

DAY 2 November 14, 2018

The second day began with open studio time for the planning team to continue creating initial concepts, which led to a lunch-hour visit with the Advisory Committee to discuss preliminary ideas. The afternoon included critical closed studio time to incorporate feedback from the Advisory Committee ahead of the public open house that occurred in the evening.

DAY 3 November 15, 2018

The last day began with a public open house download, an informal conversation about what everyone heard. This was followed by closed studio time so that planning team could incorporate input from members of the public and the Advisory Committee prior to a final review and narrowing session in the afternoon with the Advisory Committee and Technical Committee.



Charrette

DAY ONE

The charrette started with a presentation detailing the charrette's purpose and process, the corridor's existing conditions, a breakdown and summary of the corridor's demographics, economic condition and market forces at play, and the public survey analysis. This information will be provided in detail in the Highway 402 Corridor Plan.

From there, the Advisory Committee completed a series of exercises generally focused on identifying the opportunities and constraints along the corridor. The discussions were divided into six topics, including:

- Land Use
- Aesthetics and Quality of Life
- Natural Features
- Economic Development and Redevelopment
- Mobility and Connectivity
- Transportation and Infrastructure

The planning team split the Advisory Committee into three groups and asked them to cycle through each station, answering specific questions related to each topic. Their responses were recorded on large post-it sheets for everyone to see. This way, each person could visibly see the thought process, a critical element of a charrette.

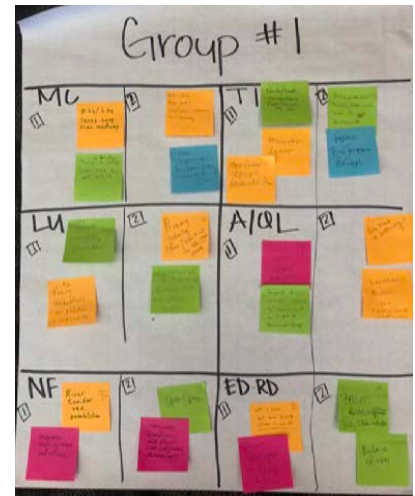
Once the initial responses were gathered, the groups completed a prioritization exercise. Each group cycled through each station once more and decided - as a group - which note was most important to the success of the project.

By requiring each group to pick one specific response under each category, the group made value judgments and began the narrowing process. This exercise began to demonstrate the need to clearly define priorities in a project of this scale and how trade-offs are necessary at times.

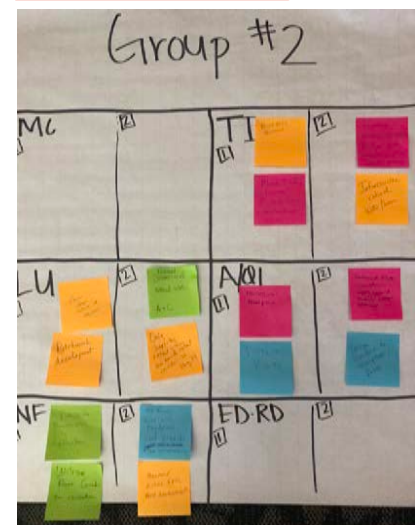
The groups then appointed a spokesperson who presented to the entire Advisory Committee about their narrowed choices. These priorities were documented by the planning team into a poster format so that the information could be referenced throughout the rest of the charrette, as shown to the right.

During the afternoon of day one, the Technical Committee met at 2:00 p.m., which provided a time for technical experts to gather, discuss, and provide background for the corridor area. This meeting provided great value to the planning team, as a multitude of agencies were represented in a singular location. The meeting allowed the planning team to ask technical questions, prior to concept generation. The discussion focused on the transportation network, connectivity needs, safety concerns, and concurrent planning efforts that impact Highway 402.

To wrap up the first day, the planning team held an open studio, meaning the planning team was drawing preliminary concepts based on the input received throughout the day while anyone was welcome to casually come by for casual small group conversations.



Group #1 Sticky Notes



Group #2 Sticky Notes



Group #3 Sticky Notes

Charrette

DAY TWO

Day two began with several hours of open studio time, providing the planning team additional time to sketch ideas ahead of the Advisory Committee's preliminary concept review session and first public open house that evening. During the lunch hour, the Advisory Committee reviewed all generated concepts and provided feedback on what they liked and did not like. The planning team used the feedback to further refine the concepts during the afternoon's closed design studio in preparation for the public open house.

To finish the day, members of the community were invited to the RMCIT (same location as the charrette) for the first public open house. The open house was advertised through the project website, City of Loveland Facebook page, direct mail postcard to 265 members of the community (recipients were residents, property owners, and occupants), and an e-blast for those who had opted into email notifications about the project. Over 100 community members attended the open house, providing invaluable local knowledge and comments at the various stations.

Each member of the public was greeted by a member of the planning team, asked to sign in, and provided direction. As the event was informal, members of the planning team were stationed around the room to clarify information, answer questions, and gather additional input through written comments and one-on-one or group conversations. Several Advisory Committee members and city officials were in attendance, as well, to provide additional explanations about the stations and project information.

Public feedback was plentiful. While topics of interest and conversation were mixed, the need to improve traffic flow to increase safety and relieve congestion, establish a multi-modal network that serves non-vehicular traffic, and provide recreation opportunities along the floodplain were common themes heard throughout the event.

Public Open House Stations

The public open house was setup in a linear fashion, allowing attendees to start on one side of the room and work their way down a hallway before circling back to the doors for the final stations. Six stations were included in the public open house; a representative from the planning team was stationed at each area to answer questions and engage with attendees. The stations included:

- 1 *What is the Project?*
- 2 *Existing Conditions*
- 3 *Survey Results*
- 4 *Issues and Opportunities*
- 5 *Concept Sketches*
- 6 *What Did We Miss?*



E-blast and print invitation sent to members of the public to invite them to engage in the planning process by attending the public open house



Images from the public open house



Charrette

DAY THREE

The last day of the charrette began with a review of the public open house findings with the Advisory Committee. No formal presentation was given; rather, it was a group discussion so that everyone in the room understood public sentiment toward the project.

Following the download with the Advisory Committee, the planning team had several hours of open and closed studio time to fully develop a narrowed concept that integrated the preferred features generated at the various engagement activities throughout the earlier sessions.

The final session of the charrette provided time for the Advisory Committee to review the final narrowed concept and provide final comments and direction. Feedback was very positive, indicating that the narrowed plan addressed all the major concerns while adding elements (transportation alignments, land uses, etc.) that would enhance the corridor.

Nov. 15, 2018

Recap of Public Meeting

1. What did we hear?

- a. Change is hard.
- b. Package roads are nice - could work.
- c. Paradise acres people liked more residential by them.
- d. This is a land use map. Not a zoning map. People were nervous about getting zoned.
- e. Land use locations on corridor seemed appropriate. Zones work well.
- f. People with property along river want to protect their "frontage"
- g. Train/Rail - should this remain on grade? - Practical?
- h. People excited that entire corridor being looked at all at once. Connections are important N, S, E, W.
- i. Boyd Lake Drive corridor - city feels like they have been buying and doing right things up to now on the north side. Trails, road, etc.
- j. Timing of project. Long term plan. - Gives city a policy "teeth"
- k. Is county going along with this plan. - Is a continuation of their work. On board. They will adopt it.
- l. How will road be built? City usually depends on developers doing it. Can other funding mechanisms be put in place.
- m. Same issue with infrastructure implementation./timing.
- n. Need to find a way to build entire road. Not piecemeal.

Handwritten notes by the planning team during the meeting to recap the public meeting





Section 3

Visioning and Charrette Findings

21	Visioning Summary and Analysis
23	Concept Exploration
25	Conceptual Roadway Options
28	Concept Refinement
34	Narrowed Concept Plan and Next Steps



Visioning Summary and Analysis

As mentioned, day one of the charrette began with a recap of the visioning workshop. Detailed below are the prioritized lists from each of the exercises completed during the visioning workshop, including Needs, Wants, and Desires; What's Working and What's Not Working; The Menagerie; and One Thing. Combined, these prioritized responses created a program for the planning team to work from during concept generation. Many responses overlapped throughout the various exercises; this was intentional. The repetition allowed the planning team to confirm the top priorities and generate the concepts to follow. Refer to Section 2 - Visioning and Charrette Process for a complete description of each exercise summarized below and on the following page.

Prioritized Needs, Wants, and Desires from Visioning Workshop

Needs <i>"We need to address this critical issue."</i>		Wants <i>"If we had the choice, we would choose to have this..."</i>		Desires <i>"Wouldn't it be nice if..., but if we don't get it it's okay."</i>	
Listed?	Item	Listed?	Item	Listed?	Item
3 times	Improved safety for all modes of transportation	3 times	Maintained open space; greenways along Highway 402	3 times	Increased bike and pedestrian connections throughout Highway 402 corridor and to Big Thompson River
3 times	Widened Highway 402 to four lanes	2 times	Diverse employment opportunities with high paying jobs	2 times	Less traffic
3 times	Supporting infrastructure (water, sewer, and roads) installed to accommodate new development	2 times	Properly placed land uses	2 times	Viewshed protection
2 times	More and balanced funding	1 time	No roundabouts	1 time	Modern, water sensitive landscaping
2 times	Coordinated development; balance of agriculture, residential, and commercial land uses	1 time	Pedestrian bridges/underpasses	1 time	More public art/sculptures
1 time	Multimodal transportation systems	1 time	Limited access points to improve the efficiency of Highway 402	1 time	More parks and open space by Big Thompson River
1 time	Development design standards for Highway 402 corridor	1 time	Enhanced road connectivity	1 time	Aesthetically pleasing buildings
		1 time	Increased Highway 402 aesthetic appeal; a City entry point	1 time	LEED certified buildings
		1 time	Clear direction for Highway 402; community buy in	1 time	Merge or yield lanes for right turns along Highway 402
		1 time	Integration with Highway 402 Corridor Plan with Big Thompson River Master Plan	1 time	Finish project quickly



Visioning Summary and Analysis

Prioritized "The Menagerie" from Visioning Workshop

Albatrosses

Something that causes persistent deep concern or anxiety, or something that greatly hinders accomplishment

Listed?	Item
8 times	Funding
5 times	Lack of infrastructure (roadway and utilities)
4 times	Slow, hazardous travel along Highway 402
2 times	Floodplain expansion and requirements
2 times	Land owners that will not cooperate or participate
1 time	Not keeping up with growth
1 time	A majority of the land is in the County
1 time	How was acceleration lane by S. CO Rd. 9e overlooked?
1 time	Who is paying for the extended utilities?

White Elephants

A possession that is useless or troublesome, especially one that is expensive to maintain or difficult to dispose of

Listed?	Item
3 times	Heavy industrial land uses; blighted properties
2 times	River bridges are all too narrow
2 times	Floodplain expansion
1 time	Site distance/blind hills
1 time	Big Thompson River
1 time	Agricultural property in the corridor and adjacent to Highway 402
1 time	State should be paying for road improvements, not the City
1 time	Ownership of Highway 402 and associated access rules/requirements/limitations
1 time	Two lane highway with no shoulders
1 time	The junkyard along Highway 402 at S. CO Rd. 9e
1 time	H.P. buildings and site
1 time	Sewer lines
1 time	Population growth

Sacred Cows

Something that is often unreasonably immune from criticism or opposition

Listed?	Item
3 times	Rural nature; farming/agricultural land preservation
1 time	Resistance to tax and fees to build improvements
1 time	Abandoned red brick building at Highway 402/ Highway 287
1 time	Existing industrial businesses
1 time	Dilapidated private property adjacent to Highway 402
1 time	Property rights of existing property owners
1 time	Relationship of existing County (rural uses) versus future City (urban uses)
1 time	Junk on property north of S. CO Rd. 9e
1 time	Political boundaries conflicting with land use interests
1 time	Widening Highway 402 (Widening roads never solves problems. More lanes = more traffic = congestion like before.)

Prioritized "What's Working?" "What's Not Working?" and "One Thing" from Visioning Workshop

What's Working?

Listed?	Item
7 times	Agricultural uses and open space; rural feel
4 times	Recent turn lane improvements
3 times	Highway 402 as an alternative east/west route
3 times	Business properties' prime location
2 times	View of the mountains
2 times	Planning for the future; residents coming together
2 times	Highway 402 is reasonably maintained
2 times	Rebuild of Highway 402/I-25 intersection
2 times	Good neighbors that watch out for each other; minimal crime
1 time	Mixed private uses and relative independence of property usage
1 time	Cooperation between City and County
1 time	Olsen parcels to be developed with proper zoning
1 time	Rural housing small acreages
1 time	Traffic flow along Highway 402

What's Not Working?

Listed?	Item
7 times	Heavy traffic; poor traffic flow causing backups (i.e., at I-25, S. Boise Ave., and S. St. Louis Ave.)
6 times	Left turn without turn lanes; right turns without acceleration lanes
6 times	Safety and line of sight concerns
4 times	Lack of residential and commercial building and maintenance standards
3 times	Intergovernmental coordination
3 times	Lack of water and sewer infrastructure for developers
2 times	Lack of multimodal mobility
2 times	North/south connections from Highway 402
2 times	Blending City and County desires
2 times	Highway 402/I-25 interchange
1 time	Need City police or sheriff
1 time	Lacking new floodplain delineation
1 time	Need more/better school choices along Highway 402 corridor
1 time	Access to nature; river recreation
1 time	Local and City identity
1 time	Efficient alternative routes to Highway 402
1 time	Not truck traffic friendly
1 time	Speed limit

One Thing

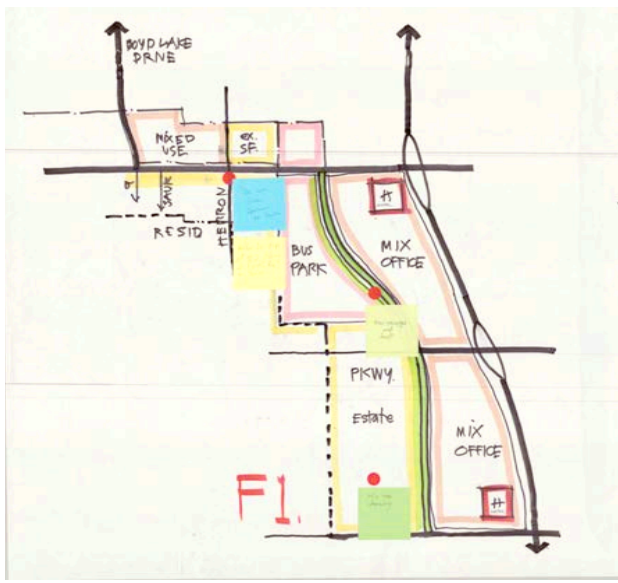
Listed?	Item
7 times	Safe and efficient traffic flow along Highway 402 and access from side roads
4 times	Wider Highway 402; more travel lanes
2 times	Fully funded infrastructure extension/ expansion
1 time	Future friendly (plan must be realistic in terms of how the world is changing; sustainability needs)
1 time	Attractive Highway 402 corridor that accommodates future development and transportation needs
1 time	Economic balance throughout the Highway 402
1 time	A significant national, iconic job generating commercial use
1 time	A comprehensive plan that is used in land use decisions for many decades
1 time	Coordinated, consistent, compatible, and attractive vertical mixed use development



Concept Exploration

Day two of the charrette focused on initial concept development and exploration ahead of the public open house. During the open studio time, the planning team developed several initial corridor plan sketch concepts. The Advisory Committee provided feedback on the initial sketch concepts over the lunch hour, allowing the planning team to further refine them before the public open house. The refined sketches were shown during the public open house such that additional feedback could be provided.

Several sketches narrowed in on certain portions of the corridor to provide more detail. These focused concept areas were then tweaked based on feedback before getting incorporated into the overall concept plans for the corridor. All concepts presented are illustrated with summarized comments. If a comment was reported multiple times, the number of times is indicated beside the comment.



Option F1

ADVISORY COMMITTEE (+)

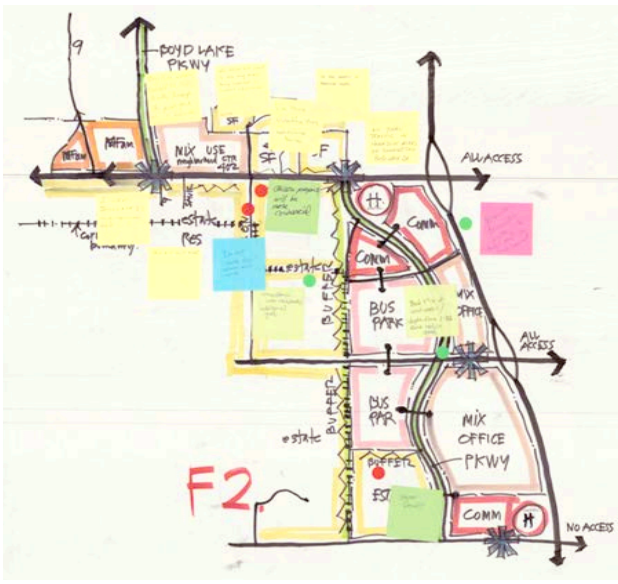
- No comments

ADVISORY COMMITTEE (-)

- Mixed residential
- Too straight and fast
- Do not like Heron Drive to south

PUBLIC COMMENTS

- Heron Drive stop at 402. Olson private road on south.



Option F2

ADVISORY COMMITTEE (+)

- Connections into residential / additional grid
- Best mix of land uses in depth from I-25
- Olson property will be more commercial
- Appropriate business park location - be careful about too much commercial

ADVISORY COMMITTEE (-)

- Do not think this would ever work
- Higher density

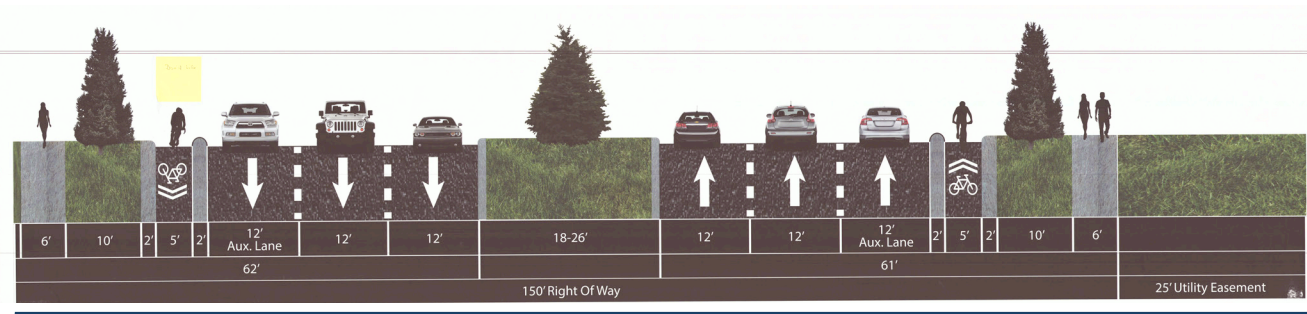
PUBLIC COMMENTS

- I like Boyd Road intersecting 402
- We would not want to see any roads expanded in current subdivisions
- This will not work!
- Boyd Lake should connect to 402 directly through the junk yard, not to Heron Drive
- No thru traffic in Paradise Acres (3 times)



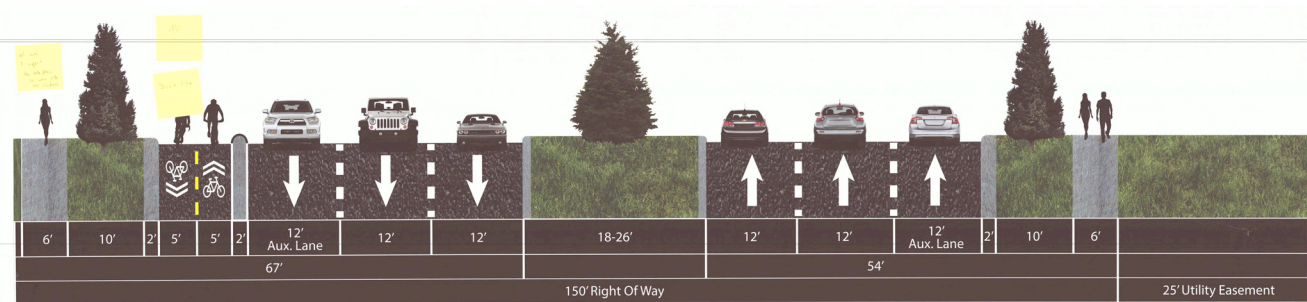
Conceptual Roadway Options

Various multimodal transportation options for Highway 402 were also explored. Using various typical sections to show roadway layouts, Advisory Committee members and public open house attendees could see what Highway 402 could look like, as illustrated on the following pages. All posted comments received on roadway sections came from the public open house. Advisory Committee members provided their comments verbally only.



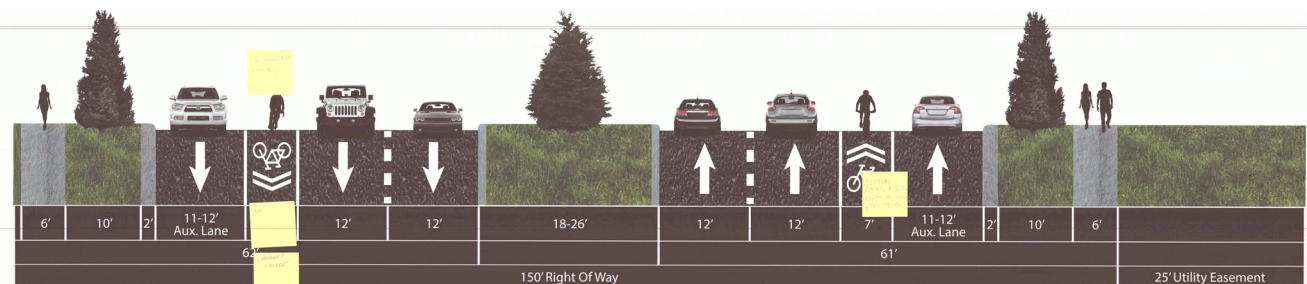
PUBLIC COMMENTS

- Don't like



PUBLIC COMMENTS

- Not sure I support the bike lanes on same side and clustered
- No
- Don't like



PUBLIC COMMENTS

- I would not ride this
- No
- Danger! Danger!
- Suicidal riding a bike next to high speed traffic

150' Right Of Way

25' Utility Easement

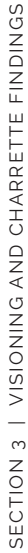
The diagram illustrates a cross-section of a proposed road layout. The left side shows a 61-foot wide section with a 12-foot sidewalk, 10-foot grass, 2-foot curb, 12-foot auxiliary lane, 12-foot travel lane, and 12-foot travel lane. The right side shows a 54-foot wide section with a 12-foot travel lane, 12-foot travel lane, 12-foot auxiliary lane, 2-foot curb, 10-foot grass, and 6-foot sidewalk. Trees and pedestrian/bike icons are also shown.

Diagram illustrating a proposed road layout with dimensions and components:

- Left Side (60' section):**
 - 6' Sidewalk
 - 5' Bike Lane
 - 10' Grass Area
 - 2' Shoulder
 - 12' Aux. Lane
 - 12' Travel Lane
 - 12' Travel Lane
- Middle (18-26' section):**
 - 18-26' Wide Area with Tree
- Right Side (59' section):**
 - 12' Travel Lane
 - 12' Travel Lane
 - 12' Aux. Lane
 - 2' Shoulder
 - 10' Grass Area
 - 5' Sidewalk
 - 6' Sidewalk
- Utility Easement (25' section):**
 - 25' Utility Easement

Total Dimensions: 60' (Left Side), 59' (Right Side), 25' (Utility Easement), 150' Right of Way.

- Nice
- My vote
- I like this one!!
- I second the motion!
- Best option. Keep a buffer between cars and bikes / peds



The transportation sections, combined with the public comments provided, resulted in an initial overall concept for the Highway 402 corridor, as illustrated in the Future Mobility Connections sketch.



- Trail systems along Big Thompson River

- No comments

- Need trail or sidewalks south of Highway 287 up Derby Hill / SE 19th connector
- I like the bike trails to keep bikes off 402
- I like the idea of a bike path along the river from Loveland to houses east of I-25
- I prefer main road veering east from Boyd Lake rather than CR9

Concept Refinement

In addition to the piecemeal options and transportation specific concepts, several overall options for the entirety of the Highway 402 corridor were presented to the Advisory Committee and at the public open house, as illustrated on the next four pages. The feedback on these five concepts all led to the creation of a narrowed concept plan that considered all information gathered during the charrette.



Conceptual Corridor Plan A

ADVISORY COMMITTEE (+)

- If rail hub here, need to add T&D, high density development
- Not likely w/ this railroad
- Looks good from Lincoln to Boise
- Reduces turn lane issues on 402
- For this to work financially, need to support density at the west end and the east end
- Good residential mix (Zone C)
- Like all including rail hub all the way to Lincoln
- Can these (county roads) become north / south thoroughfares?
- Good plan
- Good route north and south

ADVISORY COMMITTEE (-)

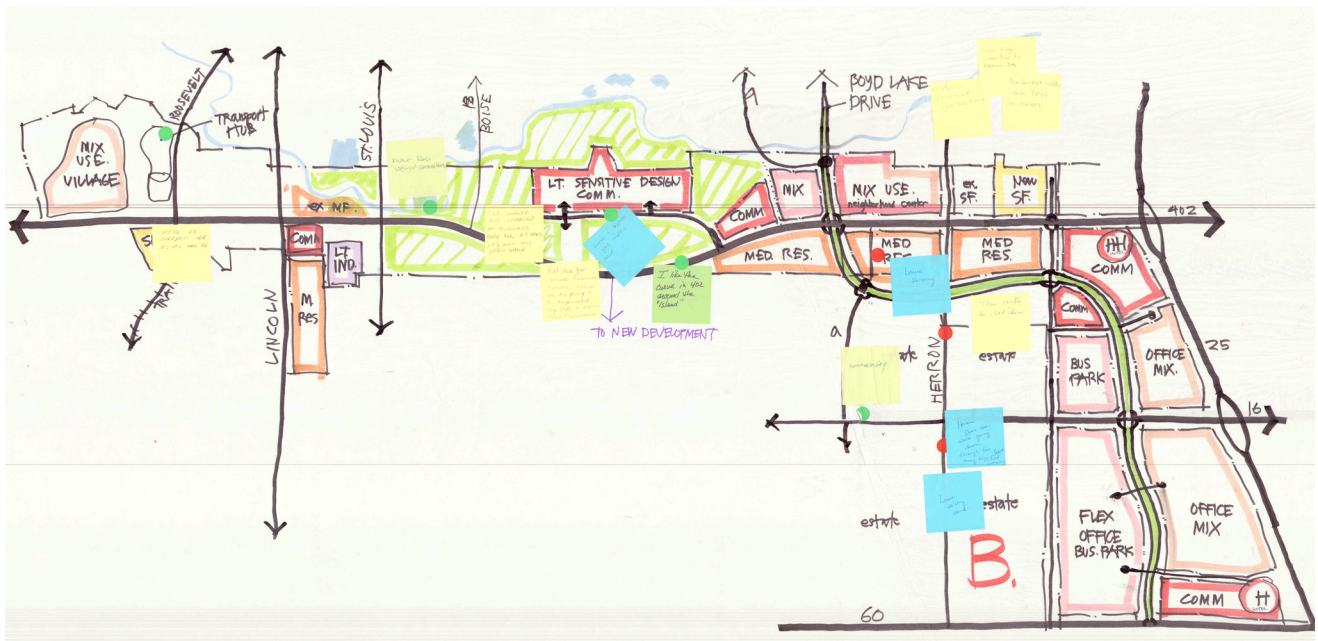
- Future corridor along 60 will need to be done soon
- Kill the dairy? Do not think these need to go.

PUBLIC COMMENTS

- We like the overall development of this plan
- My vote
- I love this
- Whose idea was this? It stinks!
- Too patchwork; more residential
- Keep from development
- Preserve light industrial for future development; need density bonus design standards



Concept Refinement



Conceptual Corridor Plan B

ADVISORY COMMITTEE (+)

- Curve and bypass – good traffic relief
- I like the curve in 402 around the “island”

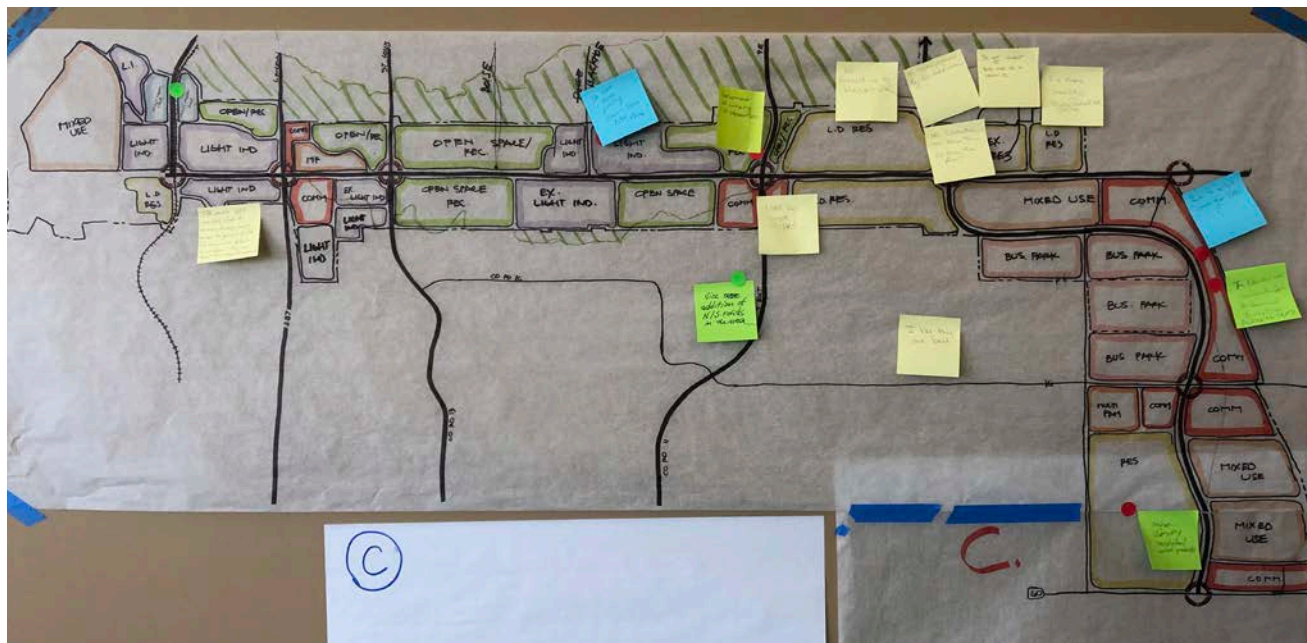
ADVISORY COMMITTEE (-)

- Leave existing
- Heron does not work going south through too many high end farm homes
- Leave existing alone

PUBLIC COMMENTS

- Need railroad overpass here (Zone A)
- Bad idea for current business owners unless we’re going to be compensated very well to move our businesses
- This route is a bad idea
- River rec visual connection
- I’ve owned and operated my business here for 25 years. It’s not an open space.
- Avoid existing subdivisions (near Boyd Lake Drive)
- Connectivity
- No direct traffic from Boyd to Heron
- Avoid connection to Heron Drive

Concept Refinement



Conceptual Corridor Plan C

ADVISORY COMMITTEE (+)

- Nice addition of north / south roads in the area

ADVISORY COMMITTEE (-)

- Too narrow
- Not Boise
- Development all connecting
- I-25?
- Higher density residential

PUBLIC COMMENTS

- Too much light industry close to existing housing (Zone A)
- Commercial too close to residential
- I like this one the best (referring to overall plan)
- No connection to Heron Drive (5 times)

ADVISORY COMMITTEE (+)

- ### ADVISORY COMMITTEE (-)

- ## PUBLIC COMMENTS

- 31

[illegible]

ADVISORY COMMITTEE (+)

- ### ADVISORY COMMITTEE (-)

- ## PUBLIC COMMENTS

- 32



Page Intentionally Left Blank



Narrowed Concept Plan and Next Steps

Highway 402 Narrowed Concept Plan

With a highly productive three-day period, the charrette resulted in one narrowed concept that was consensus-built. With input from open house attendees, technical committee members, key stakeholders, and the economic and market analysis findings, all feasible options were compiled into one narrowed concept for the Highway 402 corridor. ***It is important to note that this is not the final plan, but only the narrowed plan resulting from the charrette.***

As the planning process continues, any necessary changes or updates will be incorporated into a final plan for Highway 402. Existing related plans, such as the Loveland 287 Strategic Plan, will be incorporated into the final plan (where appropriate) to ensure consistency across planning efforts.

For the remainder of the project, updates will be posted on the project website (www.Highway402.com). As a final submittal, the planning team will assemble a full documentation of the planning process. This document will outline the project's background, existing condition findings, the planning process, the public engagement process, and the corridor plan with high levels of detail and illustration.

A complete record of the Advisory Committee and public engagement events and efforts, as well as the economic and market analysis will be provided as appendices to the corridor plan document and will both be summarized within the body of the document.



Page Intentionally Left Blank



Highway

402
Corridor Plan

Charrette Summary