ITEM NO 1.
MEETING DATE November 7, 2013
STAFF Ted Shepard
HEARING OFFICER

STAFF REPORT

Project: Lakeview Subdivision P.D.P., #PDP130026

Applicant: Todd Amberry and Mike Cooper
Century Communities
8390 E. Crescent Parkway, Suite 650
Greenwood Village, CO 80111

Owner: Same

Project Description:

This is a request for a subdivision consisting of 42 lots for single family detached homes located on 11 acres on the east side of the Christ Center Community Church at 2700 South Lemay Avenue. All lots would meet or exceed 6,000 square feet which is the minimum requirement in the R-L, Low Density Residential zone district.

The P.D.P. includes two requests for Modification of Standard. The first would be to allow a 15 foot front setback instead of a 20 foot front setback but only for the front porches or side-loaded garages. [Land Use Code Section 4.4(D)(2)(b)].

The second Modification would be to allow a street-facing garage door to be recessed from a side-loaded garage instead of the ground floor living area portion of the house or a front porch but only on certain house models. [(Land Use Code Section 3.5.2(F)(1)].

On July 24, 2013, a stand-alone Request for Modification to Section 4.4(D)(1) was approved, subject to conditions, to allow houses at a variety of sizes all of which would result in lot sizes having less than three times the floor area of houses but not less than 6,000 square feet. The Modification allows for lots to be no less than 1.75 times the house sizes.

Recommendation: 1. Approval of the Modification to Section 4.4(D)(2)(b)

2. Approval of the Modification to Section 3.5.2(F)(1)

3. Approval of the Project Development Plan

Executive Summary:

The P.D.P. complies with the requirements of the R-L zone with one exception and with the general development standards of Article Three also with one exception. These two Modifications have been evaluated and found to meet the criteria per Section 2.8.2(H).

COMMENTS:

1. **Background:**

The surrounding zoning and land uses are as follows:

N: R-L; Parkwood Estates
S: R-L; Eastborough Subdivision, City of Fort Collins Stormwater Detention Pond
E: R-L; Silverwood Village Second Filing, Eldorado Springs Second Filing
W: N-C; Scotch Pines Village Shopping Center
NW: E; Woodward Governor

The property was included in the 76-acre Vance First Annexation in 1976.

The First Christian Church Master Plan was approved in 1980.

First Christian Church P.U.D. was approved in 1980 and contained 28,754 square feet. An addition was approved in 1984 containing 12,768 square feet bringing the total up to 41,522 square feet.

In October of 2009, Christ Center Community Church requested a rezoning of the entire 25 acre campus from R-L to L-M-N with no specific end-user in mind. The Planning and Zoning Board deliberated and as it became evident that the request would fail on a three-to-three vote, the Church requested the item be tabled indefinitely.

In July of 2012, a Request for an Addition of Permitted Use and P.D.P. to allow *Multi-Family Dwellings*, in the Low Density Residential (R-L) zone district was approved by the Planning and Zoning Board.

In November of 2012, City Council considered an appeal of the Request for this Addition of a Permitted Use and P.D.P. and overturned the decision of Planning and Zoning Board.

As mentioned, on July 24, 2013, a stand-alone Request for Modification to Section 4.4(D)(1) was approved, subject to conditions, to allow houses at a variety of sizes all of which would result in lot sizes having less than three times the floor area of houses but

not less than 6,000 square feet. The Modification allows for lots to be no less than 1.75 times the house sizes and is valid for one year.

2. **Modification to Section 4.4(D)(1) – Conditions of Approval:**

The approval of the Request for Modification to Section 4.4(D)(1) on July 24, 2013 was subject to four conditions. These conditions, and their resolution as demonstrated by the Lakeview Subdivision P.D.P., are summarized as follows:

A. *The Modification shall be applicable to the subject property only.*

The Modification is applicable only to Lakeview Subdivision. The boundary of the Lakeview Subdivision is identical to the boundary associated with the Modification.

B. *The applicant shall submit a P.D.P. within one year of the decision.*

The Modification was granted on July 24, 2013. The application for Lakeview Subdivision was accepted on August 28, 2013.

C. *The P.D.P. shall be consistent with the exhibits provided in consideration of the Modification and shall not include more than 42 lots.*

The P.D.P. contains 42 lots.

D. *The P.D.P. must demonstrate that the there be a minimum lot area of 1.75 times the floor area of the house, excluding basements and garages, but not less than 6,000 square feet.*

All lots within the P.D.P. are 6,000 square feet or larger, and the lots are at least 1.75 times the floor area of the house, excluding basements and garages. This prescribed ratio would allow a maximum house size of 3,428 square feet to be placed on the minimum required 6,000 square foot lot. All four models are able to comply with the terms of the Modification on all lots.

3. **Compliance with Section 4.4 – Low Density Residential Zone District:**

A. *Section 4.4(D)(2)(a) – Dimensional Standard – Minimum Lot Width*

A minimum lot width of 60 feet is required. All lots meet or exceed the 60-foot lot width minimum. Lots 7 and 39 are located at the curvature of the street and are pie-shaped

and contain 12,640 and 8,045 square feet respectively but do not provide for 60 feet of lot width at the front property line. The Land Use Code anticipates and accommodates pie-shaped lots on cul-de-sacs by use of the following definition:

> *"Lot width shall mean the horizontal (plan view) distance between the side lot lines as measured along a straight line parallel to the front lot line or the chord thereof. The minimum lot width shall be measured between the side lot lines along a line that is parallel to the front lot line and located at the minimum front setback distance from the front lot line. In the case of cul-de-sac lots, the minimum lot width may be measured between the side lot lines along a line that is parallel to the front lot line and located at the actual front building line."*

To compensate for their shape, these lots are over-sized to accommodate any of the four proposed models. This arrangement is the typical solution for cul-de-sac lots found in most residential neighborhoods.

B. *Section 4.4(D)(2)(b) – Dimensional Standard – Minimum Front Yard Setback*

The minimum setback of the front yard is required to be 20 feet. The applicant has requested a Modification of Standard to allow a 15 foot minimum front yard setback to the front porch and only for those models that feature a side-loaded garage. The analysis of this Modification follows in a separate sub-section.

C. *Section 4.4(D)(2)(c) – Dimensional Standard – Minimum Rear Yard Setback*

The minimum setback of the rear yard is required to be 15 feet. All four house models will exceed this standard.

D. *Section 4.4(D)(2)(d) – Dimensional Standard – Minimum Side Yard Setback*

The minimum setback of the side yard setback is 15 feet on the street side of any corner lot and 5 feet for all interior side yards. All four models will comply or exceed these standards.

E. *Section 4.4(D)(2)(e) – Dimensional Standard – Maximum Building Height*

The maximum building height is 28 feet. All four models comply with this standard.

4. **Request for Modification – Section 4.4(D)(2)(b) – Minimum Front Yard Setback:**

A. The standard at issue:

The minimum setback of the front yard shall be twenty (20) feet.

B. Applicant's Request and Justification:

The applicant is requesting a 15 foot setback for front porches and side-loaded garages for all models resulting in a five foot decrease from the standard. The applicant contends that front porches and side-loaded garages are attractive and well-designed while at the same time maintaining a minimum 20 foot setback to the street-facing garage so that there is no vehicle overhanging the sidewalk.

The applicant contends that the project is upgraded by offering four models versus the required three [Section 3.5.2(C)(1)]. In addition, the streetscape is upgraded with front porches are that are covered with functional dimensions that range in size (6'x9', 7'x10, 6'x18 and 8'x45'). Side-loaded garages feature residential components facing the street such as pitched roofs, windows, shutters, masonry, wainscoting and decorative window headers and air vents.

The applicant also contends that, overall, the subdivision includes development components that exceed that which is found in most existing R-L neighborhoods. These features include detached sidewalks versus attached, parkways with street trees, front porches and street-facing garages that are recessed by four feet. In addition, the applicant contends that a 15 foot setback is allowed under Section 3.5.2(E)(2) which, as an Article Three General Development Standard, has governed all single family development in the L-M-N zone since 1997, but is superseded by Section 4.4(D)(2)(b) because Article Four standards are considered more specific.

Finally, the applicant contends that by moving the front porches and side-loaded garages forward by five feet, additional rear yard area is gained for Lots 7 – 17 which adjoin the existing neighborhood to the east. The applicant contends that voluntarily increasing this rear yard dimension over the minimum standard that may range between 2 – 21 feet represents a response to public input from the neighborhood meeting regarding enhancing compatibility where possible.

C. Staff Analysis

As proposed, Lakeview Subdivision includes development features not typically found in the existing R-L neighborhoods. This is because the R-L zone was established primarily for the benefit of existing neighborhoods at the time of adoption of City Plan in

1997. All new City Plan neighborhoods developed since 1997 are zoned L-M-N, Low Density Mixed-Use Neighborhood, in order to implement the principles of new urbanism. So by introducing new urbanism features, the applicant is upgrading the subdivision over the R-L baseline with current design principles. While placing a single family detached neighborhood next to existing single family detached neighborhoods is generally considered compatible on its face, the public input from the existing neighborhoods indicates that compatibility could be enhanced by increasing the rear yard setbacks along the east property line. These setbacks have the potential of exceeding the required minimum of 15 feet by a range of 17 – 36 feet depending on the selected house model.

D. Staff Findings

Staff finds that the size of the covered front porches and the design of the street-facing elevation of the side-loaded garages located 15 feet from the front property line is equal to or better than a small, uncovered front porch and a street-facing garage that are 20 feet from the front property line. This is because the design features as proposed at 15 foot setback will enhance the streetscape and neighborhood character over that which would otherwise be allowed at 20 feet. In addition, Lakeview Subdivision, by virtue of being an infill project with no opportunity for street connections into the surrounding neighborhoods, would not be impacting any established character where porches and garages are setback by 20 feet. By being self-contained, there is no negative impact associated with the proposed 15 foot setback of porches and side-loaded garages.

Staff therefore, in accordance with Section 2.8.2(H)(1),finds that allowing a 15 foot setback for front porches and side-loaded garages, as designed by Lakeview Subdivision P.D.P., is not detrimental to the public good and is equal to or better than a design that would otherwise meet the standard.

5. **Compliance with Applicable General Development Standards – Article Three:**

A. *Section 3.2.1 – Landscaping and Tree Protection*

Existing trees along Drake Road will be placed within a separate tract so that their maturity will continue to enhance the arterial streetscape and provide buffering along a busy street. New deciduous street trees will be placed in the parkways at uniform intervals of approximately 40 feet. In the stormwater detention pond, new trees and

shrubs will be planted in a naturalistic manner to emphasize that this area will have less irrigation and maintenance and be a passive, not an active recreation area.

B. *Section 3.2.2 – Access Circulation and Parking*

An eight-foot wide concrete walkway is provided from Peony Way out to the public sidewalk along Drake Road. Also, an eight-foot wide concrete walkway is provided from Zinnia Way into the stormwater detention pond which will be landscaped to double as a passive recreation area. Both walkways would be dedicated for public use so there can be cross-access among the existing and proposed neighborhoods. Finally, an easement would be dedicated along Drake Road for a future bus stop and possible bus shelter to be installed at the time that service is provided.

C. *Section 3.2.3(C)(F) – Solar Orientation*

This standard requires that at least 65% of the lots (28) be oriented to within 30 degrees of an east-west line. Lakeview Subdivision provides 45% (19 lots) at this orientation thus short by 9 lots.

This standard allows for alternative compliance. Lakeview Subdivision is a north-south rectangle with overall dimensions of approximately 1,000' x 500'. This orientation discourages east-west streets which would normally allow for compliance with the standard. The site constraints include an existing stormwater detention pond at the south end and existing neighborhoods along the east and a portion of the south boundaries. Drake Road forms the north boundary.

In compliance with provision of Section 3.2.3(F), Lakeview Subdivision is designed in an alternative manner and meets the applicable review criteria:

- Lakeview Subdivision enhances neighborhood continuity and connectivity by matching the land use of the established neighborhoods and providing two walkways to the north and south perimeters that are to be dedicated as public access easements.

- Lakeview Subdivision fosters non-vehicular access and preserves existing natural conditions by the two aforementioned walkways and continues to respect the established topography.

D. *Section 3.2.4 – Site Lighting*

All streets are private. Street lighting will be provided by sharp cut-off, fully-shielded light fixtures that are rated dark-sky compliant.

E. *Section 3.3.1(B)(C) – Plat Standards – Lots and Public Dedications*

All lots meet or exceed the required minimum for the R-L zone. The private street system provides for access to the public street system. The general layout of lots, roads, driveways, utilities, drainage facilities and other services are designed in a way that enhances an interconnected street system within and between neighborhoods and preserves natural features. Dedications are platted for drainage and utility easements as well as public access easements for the walkways to Drake Road on the north and the open space to the south.

G. *Section 3.5.1 – Project Compatibility*

Lakeview Subdivision consists of lots that are planned for 42 single family detached homes. This housing type matches the existing neighborhoods to the east and south although the proposed lot sizes are slightly smaller than adjoining lots. As mentioned, in order to further promote neighborhood compatibility, the rear yards of the homes along the east property line will be slightly increased beyond the 15 foot required minimum. In addition, Lakeview will provide a continuous, uniform, six-foot high, solid wood fence along the east property line so that privacy is achieved in a consistent manner rather than on a lot-by-lot basis.

H. *Section 3.5.2(C) – Housing Model Variety*

For developments fewer than 100 single family dwelling units, three different types of housing models are required. Lakeview Subdivision is providing four.

I. *Section 3.5.2(F)(1) – Street Facing Garage Doors*

This standard requires that street-facing garage doors must be recessed behind either the front façade of the ground floor living area portion of the dwelling or a covered porch that measures at least 6’ x 8’. The applicant is seeking a Modification of this standard, for one housing model only, where the street-facing garage door is recessed not behind a front façade or porch but, rather, behind a side-loaded garage. An evaluation of this Modification is provided in the following sub-section.

J. *Section 3.5.2(F)(2) – Side-loaded Garage Doors*

This standard requires that side-loaded garages must have windows, or other architectural details that mimic the features of the living portion of the dwelling. As mentioned, the side-loaded garages will feature street-facing façades that include pitched roofs, windows, shutters, masonry wainscoting, and decorative window headers and air vents all of which can be found on the main part of the house.

K. *Section 3.6.2(F)(G) – Double Frontage Lots Along an Arterial Street*

This standard requires that lots along an arterial street cannot take access from such street and that lot depth must be at least 150 feet. Lots 1 – 6 adjoin Drake Road, an arterial street, and no access is provided to these lots from Drake Road.

As to the 150 feet required minimum lot depth, an alternative compliance provision is allowed per Section 3.6.2(G) if the plan includes additional buffering or screening that will protect such lots from the noise, light and other negative impacts of the arterial street.

Lots 1 – 6 have a depth ranging from 92 to 115 feet. Between the rear property lines and the Drake Road right-of-way, there would be a separate landscape tract that ranges in depth from 30 to 70 feet. This separate buffer includes existing mature trees and an existing undulating berm. In addition, the rear property lines will be provided with a solid wood fence ranging in height between four and six feet, depending on relative topography with the berm. (The intent is to avoid placing a six foot high fence at the high point of the berm.) Combined, the lots and tract provide for a depth ranging from 142 to 164 feet for an average depth of 153 feet.

Staff finds that with the proposed depth provided by both the lots and the separate tract, combined with the fencing, berming and landscaping, that the alternative plan creates an effective screen and protection from the noise, light and other negative impacts of the arterial street equally well or better than a plan which otherwise comply. Further, the proposed design is aesthetically more pleasing than placing perimeter fencing at a theoretical lot depth of 150 feet which would be two to three feet behind the sidewalk along Drake Road.

L. *Section 3.6.4 – Transportation Level of Service (LOS) Requirements*

A Transportation Impact Study has been prepared based on Lakeview Subdivision, containing 42 single family lots and within close proximity to the existing signalized intersection of South Lemay Avenue and East Drake Road. According to this study:

- The site is projected to generate about 473 vehicle trips on the average weekday with little or no alternative trips expected. During the morning peak, about 10 vehicles would enter and about 29 vehicles would exit the site. During the afternoon peak, about 30 vehicles would enter the site and about 18 vehicles would exit.

- The site has one existing access point on Drake Road and two access points on Lemay Avenue. The easement granted by the church and running through the church parking lot is written to allow site traffic to pass to / from Lemay Avenue only via the northern site access, but it is acknowledged that some site traffic will use the southern site access – particularly during peak-hours – and this volume is expected to be minimal.

- The signalized intersection of South Lemay Avenue and East Drake Road is expected to operate at Level of Service D or better during the morning peak-hour for both the entire intersection and for each individual movement through 2018 with the addition of site traffic and the existing signal timings.

- During the afternoon peak-hour, this intersection is expected to operate at LOS D or better for both the entire intersection and for each individual movement through 2018 with the addition of site traffic with modifications to the existing signal timings – primarily shifting some green time from South Lemay to East Drake.

- Some of the stop-signed controlled local street approaches to Lemay Avenue are expected to operate at LOS E or LOS F through 2018 which is considered acceptable for the approach of a local street to an arterial. The movements that include site traffic are all low volume movements. None of these intersections meet acceptable traffic signal spacing requirements and / or are not expected to meet traffic signal warrants now or in the future beyond 2018.

- An existing transit route 5 serves Lemay Avenue.

- Bicycle and pedestrian levels of service are achieved.

- A sight distance easement is being dedicated along Drake Road to improve visibility of westbound traffic for vehicles entering Drake Road from the site.

M. *Section 3.8.11 – Fences and Walls*

This standard requires that fences along arterial streets be made visually interesting and shall avoid creating a tunnel effect and shall feature a varying alignment. There is a solid wood fence along Lots 1 – 6. The height will vary between four and six feet in order to be proportional to the existing undulating earthen berm. This fence is placed at the rear property line so there is a distance that ranges from 30 to 70 feet between the

fence line and Drake Road right-of-way. This fence will feature a recess or projection of about four to eight feet at each property corner. There will be 10 masonry columns. This fence will also be softened by the existing mature trees. Staff finds that this fence complies with the standard.

6. **Request for Modification – Section 3.5.24(F)(1) – Street-facing Garage Doors:**

A. The standard at issue:

(1) Street-facing garage doors must be recessed behind either the front facade of the ground floor living area portion of the dwelling or a covered porch (measuring at least six [6] feet by eight [8] feet) by at least four (4) feet. Any street-facing garage doors complying with this standard shall not protrude forward from the front facade of the living area portion of the dwelling by more than eight (8) feet.

B. Applicant's Request and Justification:

The applicant requests that for one housing model only, the street-facing garage door be recessed not behind a front façade of the house or a porch but, rather, by a side-loaded garage. The applicant desires to provide a housing model that offers garage parking for three vehicles with one car to be parked in the side-loaded garage and two cars to be parked in the street-facing garage. The applicant contends that the standard did not anticipate this arrangement and that the street-facing garage would, in fact, be recessed behind the side-loaded garage by a minimum of eight feet thus exceeding the standard by four feet.

Further, the applicant contends that façade of the side-loaded garage that faces the street will contain residential features that mimic the character of the main house. As mentioned, these features include pitched roofs, windows, shutters, masonry, wainscoting, and decorative window headers and air vents. The actual number of houses that would need this Modification will be determined by the home buyers.

C. Staff Analysis:

The overall intent of the standard is to ensure that residential streetscapes are not dominated by garage doors. Side-loaded garages with residential features are an attractive design solution that accomplishes this objective.

D. Staff Findings

Staff finds that a two car garage that is recessed at least eight feet behind a side-loaded garage with the requisite residential features is equal to or better than if recessed by four feet from a front porch (minimum of 6'x8') or the first floor of the main house. Staff therefore, in accordance with Section 2.8.2(H)(1),finds that allowing a such a placement as demonstrated by the Lakeview Subdivision P.D.P, is not detrimental to the public good and is equal to or better than a design that would otherwise meet the standard. This is because an eight foot recess behind a side-loaded garage is an effective treatment that allows the residential streetscape to not be dominated by street-facing garage doors.

7. **Neighborhood Meeting:**

A neighborhood meeting was held on May 6, 2013 and a summary is attached. A wide variety of topics were discussed. In general, those attending the neighborhood meeting expressed support for the overall project as a whole. Concerns were expressed about the need for a common perimeter fencing along the east property line. Concerns were also expressed about the potential traffic impacts if vehicles traversing the church parking lot veer off the dedicated access easement and instead traverse the parking lot towards the southern access drive in order to gain access to South Lemay Avenue. For residents whose rear property line abuts the southern portion of the church parking lot, such traffic would be seen as negative.

As mentioned, the P.D.P. will provide a common perimeter privacy fence along the east property line. Drivers traversing the church parking lot will find this route to be circuitous and less direct than if staying within the dedicated access easement. According to the Transportation Impact Study, if such traffic occurs, volumes are expected to be minimal.

8. **Findings of Fact and Conclusion:**

In evaluating the Lakeview Subdivision P.D.P., staff makes the following findings of fact:

A. The 42 lots for single family dwellings is a permitted use in the R-L, Low Density Residential zone district, subject to Administrative Review.

B. The P.D.P. complies with the dimensional requirements of the R-L zone with one exception. A Modification of Standard to Section 4.4(D)(2)(b) is requested to reduce the front yard setback, for porches and side-loaded garages only, from 20 feet to 15 feet and has been evaluated and found to comply with the

requirements of Section 2.8.2(H). This is because the granting of the Modification would not be detrimental to the public good and that the design, as proposed, would be equal to or better than a plan that would otherwise comply. This is because the design features as demonstrated by the architectural features on the street-facing elevation of the side-loaded garages and size of the porches at 15 foot setback will enhance the streetscape and neighborhood character over that which would otherwise be allowed at 20 feet. In addition, Lakeview Subdivision, by virtue of being an infill project with no opportunity for street connections into the surrounding neighborhoods, would not be impacting any established character where porches and garages are setback by 20 feet. By being self-contained, there is no negative impact associated with the proposed 15 foot setback of porches and side-loaded garages.

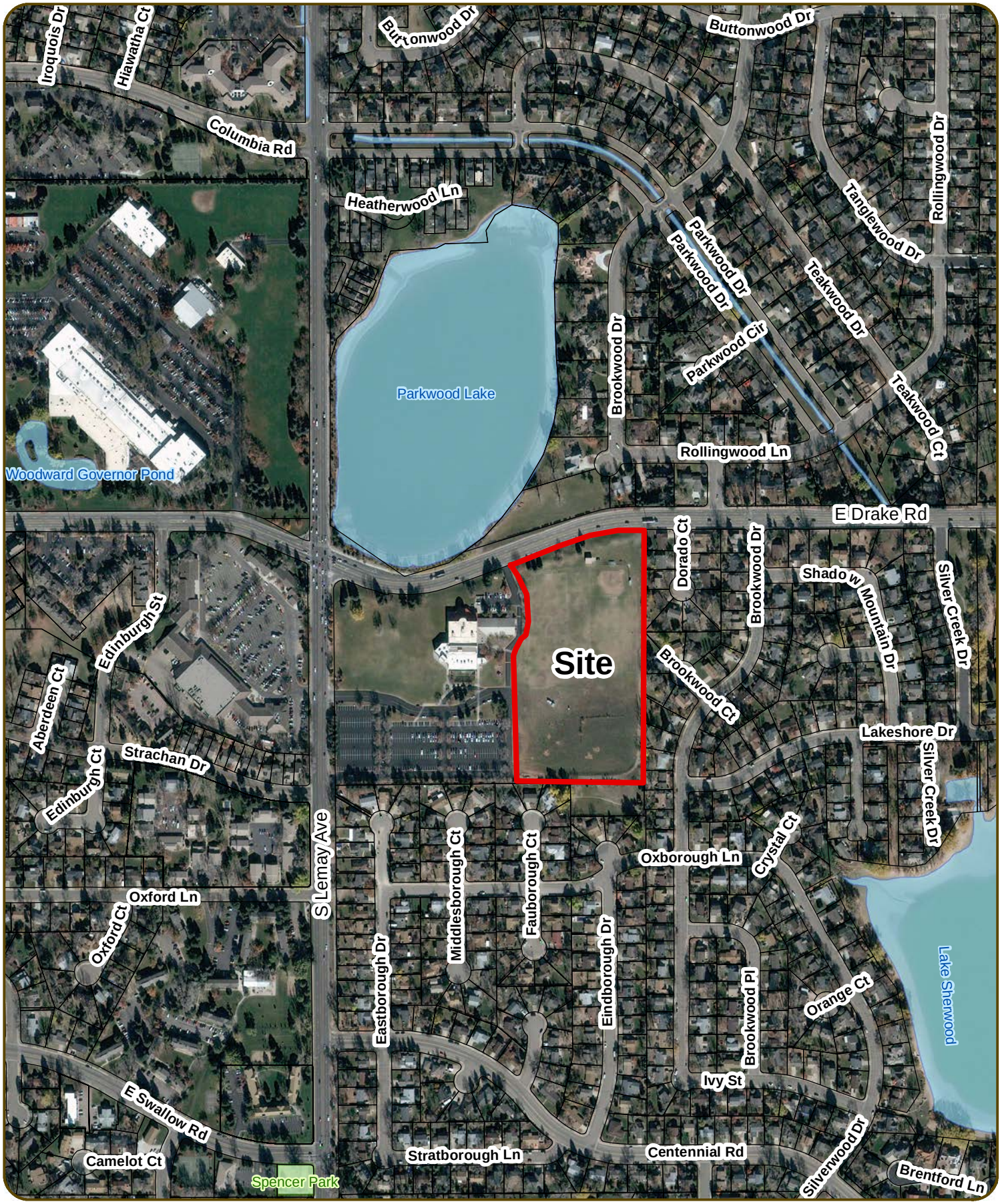
C. The P.D.P. complies with the applicable criteria of Article Three, General Development Standards, with one exception. A Modification of Standard to Section 3.5.2(F)(1) is requested to allow a street-facing garage to be recessed behind a side-loaded garage instead of behind a front porch or the living portion of the first floor of the house. This Modification has been evaluated and found to comply with the requirements of Section 2.8.2(H). This is because the granting of the Modification would not be detrimental to the public good and that the design, as proposed, would be equal to or better than a plan that would otherwise comply. This is because an eight foot recess behind a side-loaded garage is an equally effective treatment that allows the residential streetscape to not be dominated by street-facing garage doors.

Recommendation:

Staff recommends approval of the Request for Modification to Section 4.4(D)(2)(b) of the Land Use Code to allow a 15 foot front yard setback for porches and garages only on all models.

Staff also recommends approval of the Request for Modification to Section 3.5.2(F)(1) to allow the street-facing garage to be recessed a minimum of eight feet behind a side-loaded garage on certain models.

Finally, staff recommends approval of Lakeview Subdivision P.D.P. #130026.



1 inch = 500 feet

Lakeview

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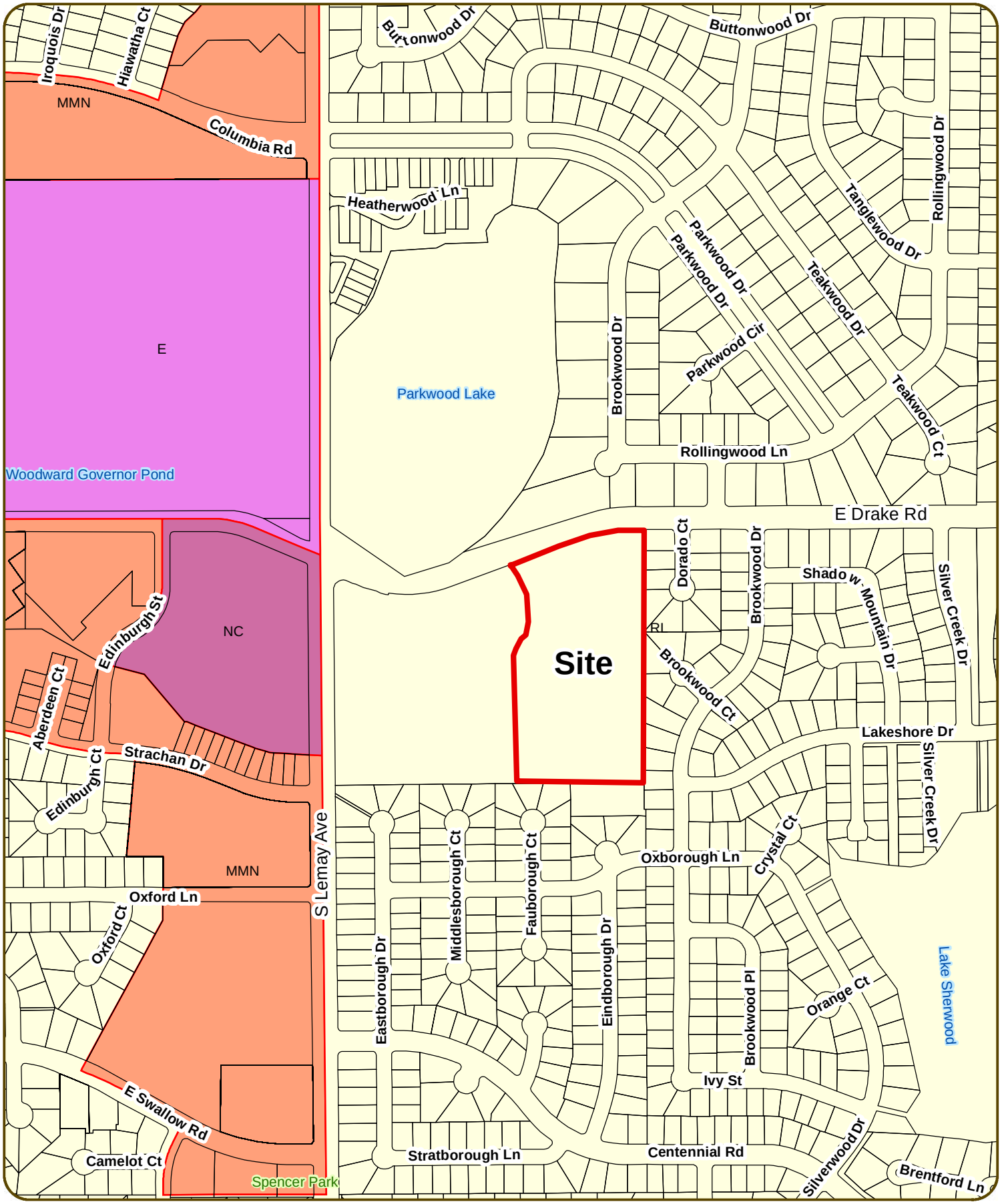


1 inch = 500 feet

Lakeview

LAKEVIEW – Fort Collins, CO

Statement of Planning Objectives *8-27-2013*

i. **City Plan Principles and Policies**
Lakeview is an infill neighborhood primarily surrounded by a residential community. The parcel is zoned Residential–Low (R-L) which is in character with the neighborhood. The proposal is in compliance with the City's vision as outlined in the City Plan's principals and policies as summarized below:

a. Economic Health: (EH 4.2) Appropriate infill development is encouraged by the City. The proposal is compatible with the surrounding neighborhood. New residents will support local businesses and contribute to the City's fiscal sustainability.

b. Environmental Health and Sustainability: (LIV 10, 14) There are several existing trees on site that were planted by the land owner. All trees except one are proposed to be preserved and incorporated in the landscape plan. The landscape plan has been designed using xeriscape principles therefore contributing to water conservation.

(LIV 9, 14) The homes will incorporate many energy conservation methods such as energy star appliances and low water use lavatory fixtures. Approximately half of the homes are oriented to maximize solar exposure.

c. Community and Neighborhood Livability: (LIV 6.1, 6.2) The City Plan encourages the addition of new dwellings on undeveloped parcels surrounded by existing residential development. In accordance with the Plan, Lakeview is planned as a compatible, high-quality neighborhood.

(LIV 10.2) The streetscape is planned with detached sidewalks, tree lawns, and street trees to enhance the neighborhood walking experience and to provide shade.

(LIV 10.3) Specialty downcast streetlights are proposed to provide pedestrian safety without spreading light glare into the adjacent homes.

(LIV 14) The landscaping has been designed to enhance the neighborhood. Many of the existing trees have been incorporated into the buffer adjacent to E. Drake Road. Landscape areas adjacent to the homes and streetscape have a more manicured landscape whereas the stormwater detention area is more natural. The plan has been designed

based on hydrozones for water conservation. Maintenance considerations were incorporated and will be implemented through soil preparation, irrigation, mulch, selection of plant materials, etc.

(LIV 21) The proposed neighborhood is an integral part of the broader surrounding community structure. The small size of the neighborhood limits the ability to provide on-site facilities, however the residents will be connected to other community members through the use of nearby community services, schools, recreational facilities, cultural and social facilities, and places of worship which aids in creating the Community vision of connectivity.

d. Safety and Wellness (SW 1) The neighborhood has been designed to be safe for the residents. The private streets will be safe for both the motorists and pedestrian through interconnectivity that provides for a sense of neighborhood. The access and street network meets the criteria of the emergency services providers.

e. Culture, Parks and Recreation (CPR) Although these facilities are not provided on-site, the Community and Neighborhood Parkland Capital Expansion fees paid to the City will aid the City in continuing to provide these valuable resources and amenities that lead to a healthy community.

f. High Performing Community (HI 2) Lakeview provides a new neighborhood with new residents that will become involved in the community contributing to make Ft. Collins an attractive place to live and raise a family.

g. Transportation Plan (T4) As an infill parcel, Lakeview has been designed with private streets that will be maintained by the homeowner's association. The streets connect with the church parcel to the west and to E. Drake Road to the north, but no access is available into the adjacent neighborhoods to the south and east. The proposed private streets provide an attractive environment that is safe for pedestrians, bicyclists, and drivers as well as having a well-designed streetscape which includes detached sidewalks.

ii. Open Space, Natural Features and buffers

A 30'-70' landscape buffer, which includes several mature trees, along E. Drake Road will be maintained. The proposed landscaping consists primarily of street trees located within the tree lawns, shrubs along the top and bottom of the proposed detention pond and shrubs and trees within Tract C which is located at the intersection of proposed Bluebonnet Lane and Feathergrass Drive. The proposed detention pond is proposed as a natural area to

maximize the stormwater quality aspect of the pond, minimize maintenance, and conserve irrigation water.

iii. **Ownership and Maintenance of open space areas**
All common areas will be owned and maintained by the homeowner's association.

iv. **Rationale behind the assumptions and choices made by the developer.**
The developer has selected this site due to its central location in the City of Fort Collins. The proposed single family detached homes are compatible with the adjacent neighborhood.

We propose 105' deep lots adjacent to the existing residences along the east property line and a slight reduction in front setbacks (see attached Modification of Standard Request) to maximize the distance between existing adjacent neighbors.

We propose detached sidewalks and tree lawns, upgraded/downcast street lights, and enhanced landscape buffers around the perimeter of the project to enhance the livability and aesthetics of the neighborhood.

v. **Compliance with applicable criteria**
The subdivision has been designed in accordance with the City of Ft. Collins regulations and design criteria as evidenced by the attached plans and reports. A Modification of Standard is proposed for a 15' front setback to a front porch, living area portion of the house, or side-load garage, which is included with this application.

In the buffer area adjacent to E. Drake Road (Tract A), we propose alternate compliance to the 150' lot depth required by the Code 3.6.2(G) for lots that back to an arterial street by providing lot depths between 100' – 115' in conjunction with a buffer depth between 30' – 70'. Considered together, the average combined lot depth and buffer depth exceeds 150'. We feel this is the best method to buffer the proposed homes from the arterial street in that we are able to preserve the several mature trees on top of the existing berm and provide common area landscape in the approximately 30'-70' Tract A as a developer installed, HOA maintained landscape buffer. This would also allow the rear fences of the northernmost Lots 1-7 to be setback from E. Drake Road and not run directly adjacent to the existing sidewalk along Drake Road. Our proposal accomplishes the purpose of the Code subsection 3.6.2(G) as it screens and protects the lots adjacent to the arterial street from noise, light and other negative impacts of the arterial street better than a plan which complies with the standard of this subsection by preserving the berm height and existing mature trees on top of the berm.

For the ranch model home 5030 (see attached Architectural Elevations), we propose an alternative to 3.5.2(E)(1) specific to this model. Instead of having the street facing garage doors set back a minimum 4' behind the "**front façade of the ground floor living area portion of the dwelling or a covered porch**," we propose that the street facing garage doors be setback a minimum of 10' behind the front façade of the side-load garage, which has residential features such as windows, masonry, and/or other features complementary to the front facade. We believe that given the architectural treatments on the front façade of the side load garage portion of the house, along with the 10' setback from the side-load garage, our proposal meets the intent of the Land Use Code to "line streets with active living spaces, create pedestrian-oriented streetscapes, and provide variety and visual interest in the exterior design of residential buildings." We will meet the standard code for recessed garage doors for the other 3 home models.

vi. Interface between land use and natural features

Lakeview is an infill parcel with single family detached residential neighborhoods to the east and south, and Christ Center Community Church to the West. E. Drake Road forms the northern boundary of the site. North of the road are Williams Lake and single family detached residential neighborhoods.

The proposed single family detached residential neighborhood is similar in character to the surrounding existing neighborhoods. Given no access is proposed into these neighborhoods, no conflicts are anticipated. The proposed home sites are served by an internal loop street that accesses a shared drive (Feathergrass Drive) between the neighborhood and existing church. The homes either back or side on Feathergrass Drive which increases compatibility between the two uses and creates a sense of neighborhood by engaging the fronts of the homes with the rest of the neighbors.

There are no natural features on the site to mitigate.

vii. Neighborhood Meeting discussions

See attached summary and response to questions raised at the Neighborhood Meeting held on May 6, 2013.

Attachments: Modification of Standard Request
Conceptual Review Letter with Applicant Responses

LAKEVIEW
SITE PLAN

LAKEVIEW SUBDIVISION, BEING A REPLAT OF A PORTION OF THE FIRST CHRISTIAN CHURCH P.U.D., LOCATED IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 7 NORTH, RANGE 68 WEST OF THE 6TH P.M. CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO (2700 SOUTH LEMAY STREET)

Site Plan

NORTH 0 25' 50' 100' 1"=50'

LEGEND

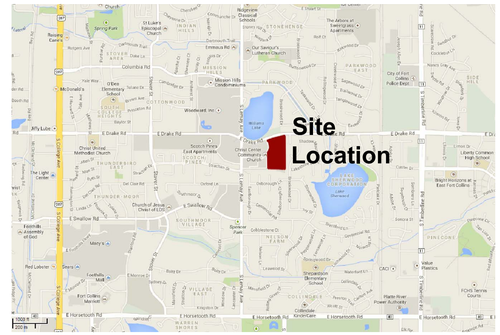
Existing Trees

Ⓢ Solar Oriented Lots

EXISTING ZONING SUMMARY

Parcel Size 11.20 ac 487,884 sqft
42 single family homes
Maximum height: 28 feet
3 & 4 bedrooms homes
Gross Density: 3.75 du/ac
95,143 sqft (2.18ac) Open Space

Parking: Each homes shall have a 2 car garage and 2 guest spaces in the driveway



Vicinity Map

NORTH 0 1000' 2000' 4000' 1"=2000'

LAND USE TABLE

PARCEL	AREA		PERCENT	USE	OWNED BY	OWNED & MAINTAINED BY
TRACT A	26,037 S.F.	0.60 AC.	5.34%	Utility & Access Easement	Lakeview HOA	Lakeview HOA
TRACT B	64,754 S.F.	1.49 AC.	13.27%	Utility, Access & Drainage Easement	Lakeview HOA	Lakeview HOA
TRACT C	4,352 S.F.	0.10 AC.	0.89%	Utility & Access Easement	Lakeview HOA	Lakeview HOA
TRACT D	94,772 S.F.	2.18 AC.	19.43%	Utility & Access Easement	Lakeview HOA	Lakeview HOA
TRACT E	12,547 S.F.	0.29 AC.	2.57%	Utility & Access Easement	Lakeview HOA	50% Lakeview HOA, 50% Christ Center Community Church
LOTS (42)	285,421 S.F.	6.55 AC.	58.50%	Single-Family Residential	Property Owner	Property Owner
TOTAL	487,884 S.F.	11.20 AC.	100.00%			

NOTES:

1. AN APPROVED MODIFICATION OF STANDARD APPLIES TO THIS PROPERTY, MOD #130001, FOR DEVELOPMENT AT A MAXIMUM OF 42 LOTS, REQUIRING A MINIMUM AREA EQUIVALENT TO 1.75 TIMES THE FLOOR AREA OF THE BUILDING, EXCLUDING BASEMENTS AND GARAGES, BUT NOT LESS THAN 6,000 SQUARE FEET.

2. ALL PROPOSED STREETS AND EXISTING DRIVES ARE PRIVATE.

NO.	REVISION	DATE	BY
1	1ST SUBMITTAL	09/30/13	SA

LAKEVIEW

DEVELOPER

CENTURY COMMUNITIES
8390 E CRESCENT PARKWAY
SUITE 650
GREENWOOD VILLAGE,
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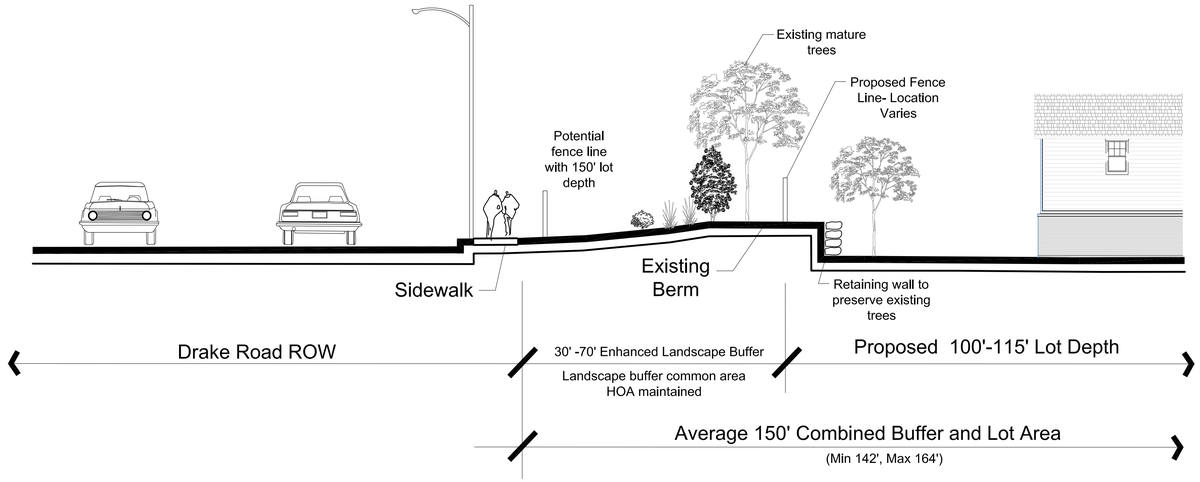
THE HENRY DESIGN GROUP
LAND PLANNING • LANDSCAPE ARCHITECTURE & DESIGN
1501 WAZEE STREET SUITE 1-C DENVER, COLORADO 80202
Phone: 303-446-2368 Fax: 303-446-0958

DATE: 09/30/13
JOB NO: 1082
DRAWN BY: SA
APPROVED: KH
CADD FILE:

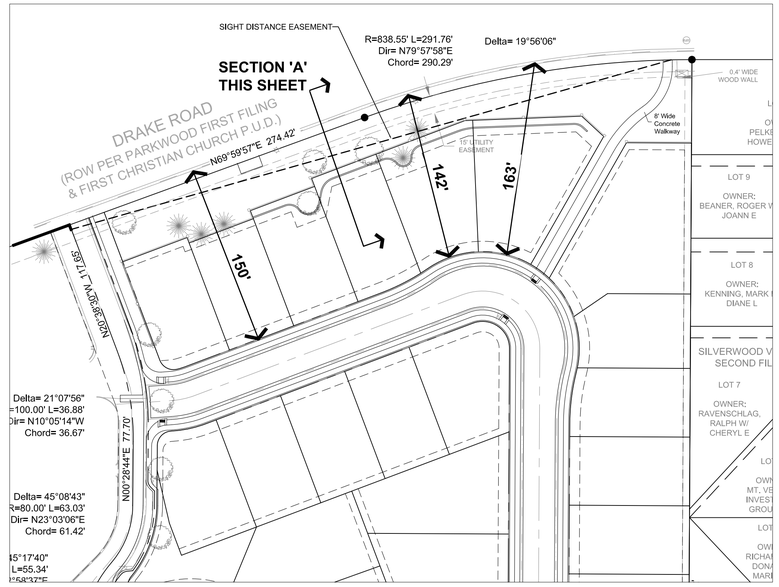
SP-1

LAKEVIEW
SITE PLAN

Section A
Scale: 1"=10'



Section Key



Scale:nts

Lot Typicals

PROPOSED HOMES AND LOTS
60' x 100' MINIMUM LOT SIZE SHOWN

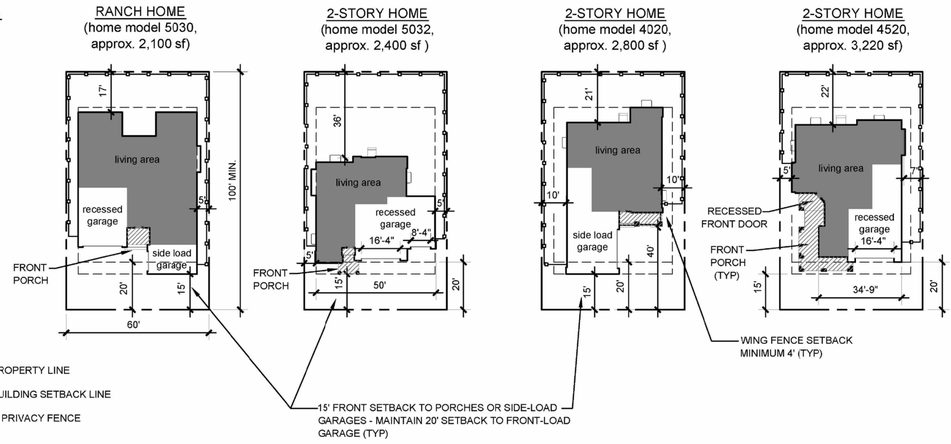
SETBACKS

FRONT: 15' (PORCH, SIDE LOAD GARAGE, LIVABLE AREA)

FRONT: 20' (TO FRONT LOAD GARAGE)

SIDE: 5'

REAR: 15'



LEGEND

PROPERTY LINE

BUILDING SETBACK LINE

6' PRIVACY FENCE

NOTES

1. CORNICES, EAVES, WINDOW WELLS, CHIMNEYS, CANTILEVERED FIREPLACES, ENTERTAINMENT CENTERS, AWNINGS, CANOPIES, OVERHANGS, OR SIMILAR ARCHITECTURAL FEATURES MAY EXTEND INTO THE REQUIRED SETBACK A MAXIMUM OF 24 INCHES, AND MASONRY VENEER MAY ENCROACH A MAXIMUM OF 6".

2. WING FENCES OF HOUSES MUST BE SETBACK A MINIMUM 4' FROM THE FRONT CORNER OF THE WALL TO WHICH IT IS FASTENED.

3. ALL FENCING TO BE 6' HT. PRIVACY FENCING UNLESS OTHERWISE SHOWN AS OPEN RAIL FENCE ON THE PLANS.

0 15 30 60

SCALE: 1" = 30'

NO.	REVISION	DATE	BY
1	1ST SUBMITTAL	09/30/13	SA

LAKEVIEW

DEVELOPER

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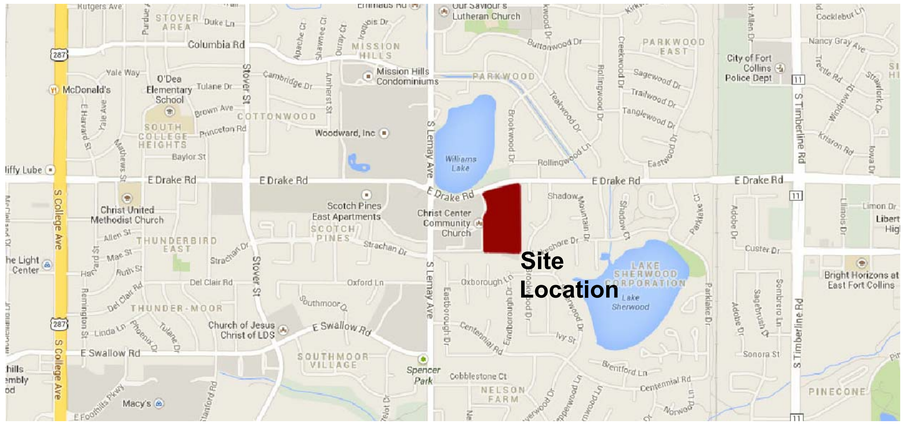
SP-2

LAKEVIEW
LANDSCAPE PLAN



Vicinity Map

LANDSCAPE NARRATIVE

The intent for the landscaping for the proposed Lakeview Development is to enhance the overall site plan and architecture while also focusing on landscaping techniques specific to relevant conditions occuring in Colorado's Front Range. Landscaping shall be used to to enclose street corridors helping to create a sense of place, enhance entries into the site, provide screening for privacy and parking and accent and anchor architectural features. Landscaping will also be used in coordination with berming along street corridors to enrich the pedestrian and vehicular experience along with the overall asthetics of the most visable areas of the site. Plants have been selected and arranged according to the City of Fort Collins's recommend plant list based on water useage and physical conditions of the site. Water useage for the entire site will not exceed 15 gal/S.F./season.

TREE PROTECTION SPECIFICATIONS

A. Within the drip line of any protected existing tree, there shall be no cut or fill over a four-inch depth unless a qualified arborist or forester has evaluated and approved the disturbance.

B. All protected existing trees shall be pruned to the City of Fort Collins Forestry standards.

C. During the construction stage of development, the applicant shall prevent the cleaning of equipment or material or the storage and disposal of waste material such as paints, oils, solvents, asphalt, concrete, motor oil or any other material harmful to the life of a tree within the drip line of any protected tree or group of trees.

D. No damaging attachment, wires, signs or permits may be fastened to any protected tree.

F. The installation of utilities, irrigation lines or any underground fixture requiring excavation deeper than 6 inches shall be accomplished by boring under the root system of protected existing trees at a minimum depth of 24 inches. The auger distance is established from the face of the tree (outer bark) and is scaled from tree diameter at breast height as described in the chart below.

TREE PROTECTION FENCING:

A. Tree protection fencing should be installed two (2) feet behind the existing curb in areas where the street surface will be removed and replaced. Tree protection areas shall be designated on construction documents, and fencing locations should be staked for approval by the Construction Manager and Landscape Architect.

B. Tree protection fences should be constructed of one of the following:

1. Galvanized chain-link - 6 feet in height. Posts should be installed on 10 foot centers (maximum), at a depth of 3 feet minimum. Installation of post shall not result in injury to surface roots or root flares of trees.
2. Colored (orange), molded plastic construction fencing 4 feet in height.

C. Fencing should be installed to completely surround the limits of tree protection areas, and should extend at least 10 feet beyond the designated construction limits.

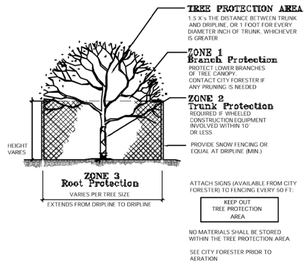
D. Tree protection fencing shall be installed prior to any site activity and shall remain until its removal is authorized by the City Forester or Project Consulting Arborist.

TREE PROTECTION SIGNAGE:

A Tree Protection sign shall be mounted on tree protection fencing at fifty (50) foot intervals warning constructing personnel and the public to keep out of the tree protection areas.

CERTIFICATION STATEMENT

I hereby affirm that these final construction plans were prepared under my direct supervision, in accordance with all applicable City of Fort Collins and State of Colorado standards and statutes, respectively, and that I am fully responsible for the accuracy of all design revisions, and record conditions that I have noted on these plans



LANDSCAPE NOTES

1. All plant material shall be in accordnace with aan (american association of nurseryman specifications for number one grade).
2. All turf areas shall be irrigated with an automatic pop-up irrigation system. All shrub beds and trees to be irrigated with an automatic drip irrigation system, or acceptable alternative. The irrigation system is to be adjusted to meet the water requirements of the individual plant material.
3. All shrub beds to be mulched with rock mulch consisting of 50% 2"-3", 25% 1 1/2" and 25% 3/4" diameter rock to a depth of 3" and shall be placed over a weed barrier filter fabric.
4. All planting beds adjacent to dryland seeded areas or sod areas shall be separated with 1/8" x 4" steel edger.
5. Owner shall ensure that the landscape plan is coordinated with the plans by other consultants so the proposed grading, storm drainage or other construction does not conflict nor preclude installation and maintainance of landscape elements on this plan.
6. Minor changes in species and plant loctions may be made during construction as required by site conditions or availability of material. Overall quality and design concept shall be consistent with approved landscape plans. Any changes will be provided to the owner for review and approval as well as the City of Fort Collins.
7. Prior to installation of seed, plant material & sod, contractor shall thoroughly loosen all areas that have been compacted or disturbed by construction. Contractor to thoroughly incorporate six cubic yards of compost or composted weed free manure per 1,000 square feet to bed and sod areas. Areas to be native seeded to receive four cubic yards of amendment. Organic material to have the following charateristics:
   a. Organic mater: 25% or greater
   b. Salt content: 3.0 mmhos/cm max.
   c. ph: 8.5 maximum
   d. Carbon to nitrogen ratio 10:1 to 25:1

   Contractor will provide a nutrient test from the last 3 months prior to spreading. Mountain peat, aspen humus, gypsum and sand will not be accepted.
8. Turf grass will be sodded with moderate water use RTF sod or Reveille Bluegrass sod.
9. All native areas to be seeded with owner approved seed mix at a rate of 1/2 pls/1000sf. Hydro mulch and irrigation recommended.
10. To the maximum extent feasible, topsoil that is removed during construction activity shall be conserved for later use on areas requiring re-vegetation and landscaping.
11. No landscaping or irrigation shall occur within 5 feet of all building foundations.
12. Landscape area soil amendment requirements:
    12.1. Agricultural soil tests results shall be used to determine the levels of organic matter and nutrients in the soil. Compost/amendment application rates will be specified by the landscape architect and owner based on the soil tests and compost tests.
    12.2. Before delivery of the compost/amendments, landscape contractor must provide a copy of the lab analysis, performed by a sta certified lab, verifing that the compost meets the product parameters. The lab analysis for the submittal shall not be older than 90 days.
    12.3. Compost/amendments shall be uniformly applied over the entire area at a minumum rate of application of 3 cubic yards (unless specified by the landscape architect and/or owner) per 1000. When upgrading marginal soils, when upgrading marginal soils, higher inclusion rates are necessary and can be applies up to 6 cubic yards per 1000.
    12.4. Depending on the extent of soil compaction of the area to be amended, it will be necessary to first rip the area and then go over it with a rotoriller or other appropriate equipment before applying any compost. Re-establish grade before applying the compost/amendemnts. Compost/amendments shall be incorporated into the soil to a depth of 4 to 6 inches.
    12.5. Rake soil surface smooth prior to seeding, sprgging, sodding or hydroseeding. The soil surface shall be reasonably free of large clods, stones greater than 2" inches, and other material which will interfere with planting and subsequent site maintenance.
    12.6. Water thoroughly after seeding, sprigging, or sodding in accordnace with manufactures recommendations.
13. The soil in all landscape areas, including parkways and medians, shall be thoroughly loosened to a depth of not less than eight (8) inches and soil amendment shall be thoroughly incorporated into the soil of all landscape areas to a depth of at least six (6) inches by tilling, discing or other suitable method, at a rate of at least three (3) cubic yards of soil amendment per one thousand (1,000) square feet of landscape area.
14. A permit must be obtained from the City forester before any trees or shrubs as noted on this plan are planted, pruned or removed on the public right-of-way. This includes zones between the sidewalk and curb, medians and other city property. This permit shall approve the location and species to be planted. Failure to obtain this permit may result in replacing or relocating trees and a hold on certificate of occupancy.
15. The developer shall contact the City Forester to inspect all street tree plantings at the completion of each phase of the development. All trees need to have been installed as shown on the landscape plan. Approval of street tree planting is required before final approval of each phase. Failure to obtain approval by the City Forester for street trees in a phase shall result in a hold on certificate of occupancy for future phases of the development.
16. No trees or shrubs shall be planted in the flat surface of the PLD. Trees and shrubs planted on the side slopes shall be located a minimum of 6" above the flat bottom of the PLD.
17. An irrigation plan is required to be submitted to and approved by Fort Collins Utilities prior to the issuance of the building permit, in accordance with the Land Use Code Section 3.2.1.J requirements.
18. Street trees, tree lawns, and sidewalks are a part of adjacent homeowner front yard landscaping and shall be installed as each home is constructed.
19. Detention pond area and adjacent landscaping will be maintained by the HOA.
20. Landscaping must be secured with an irrevocable letter of credit, performance bond or escrow account for 125% of the valuation of the materials and labor prior to issuance of building permits.

Seed Notes:

1) Seed shall be drilled to a depth of $\frac{1}{2}$" to $\frac{3}{4}$" and shall have a row spacing not to exceed 8". The drill shall be equipped with a system for firming the soil over the newly placed seed.

2) Seeded areas shall be mulched with a grass hay at the rate of 1.5 (min) to 2.0(max) tons/acre. The hay fibers shall be crimped 4" or more into the soil. At least 50% of the fibers shall be 10" or more in length. All disturbed areas seeded with permanent grass shall be mulched immediately after seeding.

3) If permament grass seed is planted at a time other than which is recommended, a temporary, fiber mulch of erosion control blanket shall be used to control erosion and protect seeds.

4) Upon completion, all swales shall be seeded immediately, with the permenent grass seed mix specified above, and then mulched. Any area outside of a street right-of-way which is stripped of its vegetation must be temporarily seeded and mulched within 30 days whether grading has been completed or not, Unless approved by the City of Fort Collins Stormwater Utility Department. All seed and mulch shall be installed in accordance with the City of Fort Collins, erosion control reference manual dated January, 1991.

5) The above seed mixes and installation recommendations are the default standard in the absence of site-specific seeding and vegetation specifications per the project landscape architect.

Native Seed Short Grass Mix

(To be used in areas surrounding and on slopes of detention pond)

Common Name	Scientific Name	Variety	PLS lbs/acre
Grasses			
Buffalograss	Buchole dactylodies	Texoca	5
Blue grama	Chondrosum gracile	Hachita	20
Indian Saltgrass	Distichlis stricta	native	5
Wildflowers			
Blue Aster	Aster glauca		1
Blanket flower	Gaillardia aristata		1
Prairie coneflower	Ratibida columnifera		1
Purple prairieclover	Dalea (Petalostemum) purpurea		1
Gayfeather	Liatris punctata		1
Flax	Linum lewisii		1
Yarrow	Achillea lanulosa		1
Sub-totals:			37.0
Total lbs per acres:			

Street Tree Notes:

1. Street Trees shall be supplied and planted by the developer using a qualified landscape contractor.
2. Street trees shall be installed by residential lots by the developer at time of CO, unless time of year limits tree planting, in which case residential street trees shall be planted within 6 months of CO.
3. The Developer shall replace dead or dying street trees after planting until final inspection and acceptance by the City of Fort Collins Forestry Division. All street trees must be established, of an approved species and of acceptable condition prior to acceptance.
4. Street tree locations and numbers may be adjusted to accommodate driveway locations, utility separations between trees, street signs and street lights. Street trees to be centered in the middle of the lot to the extent feasible. Quantities shown on plan must be installed unless a reduction occurs to meet separation standards.

Non-Irrigated Native Seed Mix for Vegetating PLDs

(To be used in the base of detention pond)

Common Name	Scientific Name	Variety	PLS lbs /Acre	Ounces/Acre
Grasses				
Sand Bluestem	Andropogon hallii	Garden	3.5	
Sideoats gramma	Bouteloua curtipendula	Butte	3	
Prairie sandreed	Calamovilfa longifolia	Goshen	3	
Indian ricegrass	Oryzopsis hymenoides	Paloma	3	
Switchgrass	Panicum virgatum	Brackwell	4	
Western Wheatgrass	Pascopyrum smithii	Ariba	3	
Little Bluestem	Schizachyrium scoparium	Patura	3	
Alkali sacaton	Sporobolus airoides		3	
Sand Dropseed	Sporobolus cryptandrus		3	
Wildflowers				
Pasture Sage	Artemisia frigida			2
Blue Aster	Aster laevis			4
Blanket Flower	Gaillardia aristata			8
Prairie Coneflower	Ratibida columnifera			4
Purple Prairieclover	Dalea (Petalosemum) purpurea			4
Sub-totals:			27.5	22
Total lbs per acres:			**28.9**	

Seeding Rate Pounds PLS/ACRE 28.9

All seed shall be well mixed, drill seeded, followed by an application of 800 pound/acre of Bristol to improve germination. Hydromulch the seeded area with 2500 lbs/acre of virgin wood fiber hydromulch and 150 lbs/acre of organic tackifier. Do not hydroseed and do not seed if standing water or snow/frozen ground are present.

NO.	REVISION	DATE	BY
1	1ST SUBMITTAL	09/30/13	SA

LAKEVIEW
LANDSCAPE PLAN

DEVELOPER
CENTURY COMMUNITIES
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DATE: 09/30/13
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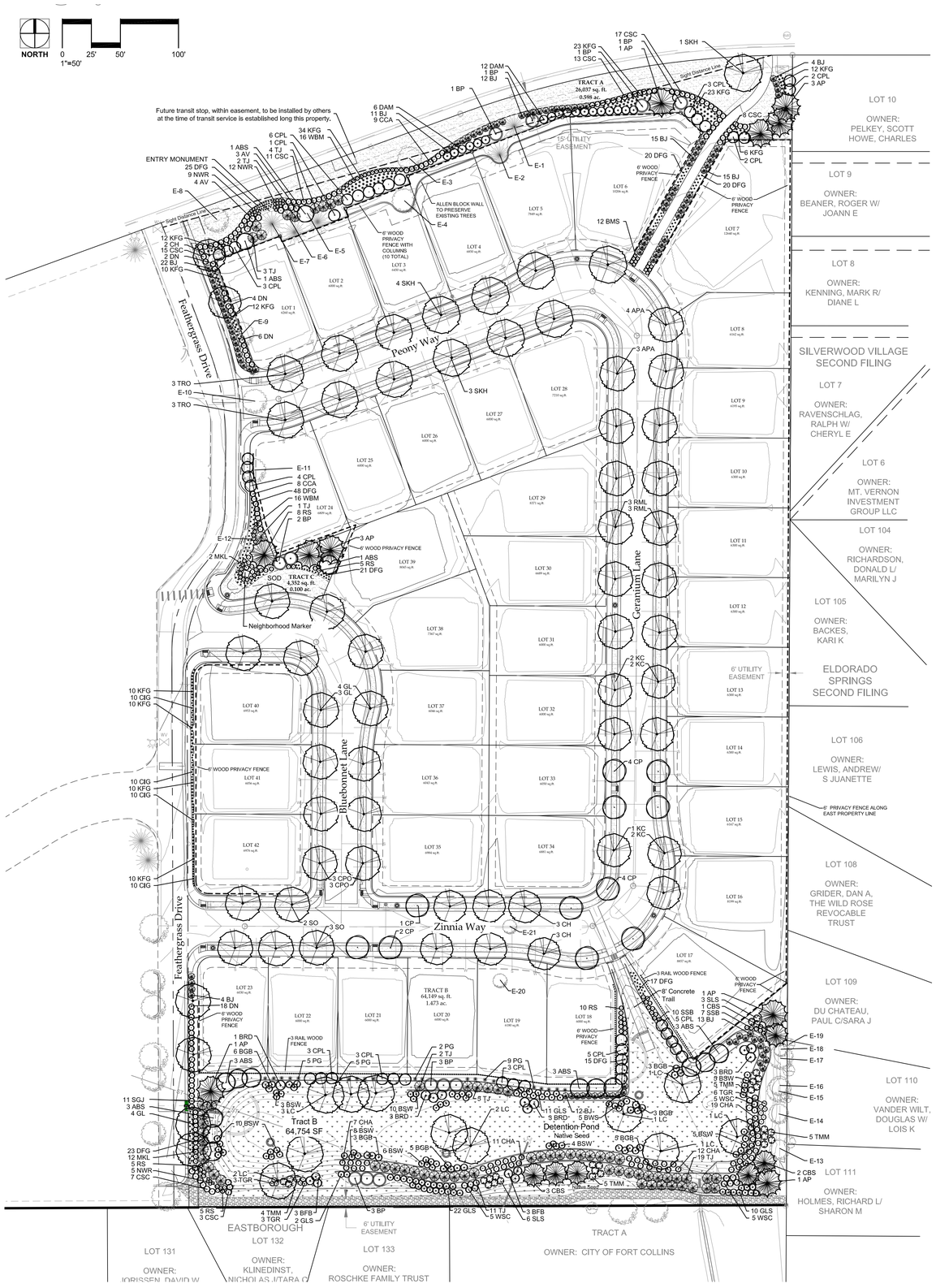

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QUAN.	SYM	SCIENTIFIC NAME	COMMON NAME	SIZE	CONT.	WATER USAGE
SHADE TREES						
8	CH	CELTIS OCCIDENTALIS	COMMON HACKBERRY	2.5" CAL	B&B	L
8	SKH	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'	SKYLINE HONEYLOCUST	2.5" CAL	B&B	M
4	GL	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN	2.5" CAL	B&B	H
6	CPO	QUERCUS MUEHLENBERGII	CHINKAPIN OAK	2.5" CAL	B&B	M+/-
6	TRO	QUERCUS BUCKLEYI	TEXAS RED OAK	2.5" CAL	B&B	NA
7	APA	FRAXINUS AMERICANA AUTUMNPURPLE	AUTUMN PURPLE ASH	2.5" CAL	B&B	M
6	RML	TILIA X EUCHLORA	REDMOND LINDEN	2.5" CAL	B&B	M
7	KC	GYMNOCLADUS DIOICA 'ESPRESSO'	KENTUCKY COFFEETREE	2.5" CAL	B&B	M
5	SO	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL	B&B	M
11	LC	POPULOUS X ACUMINATA	LANCELEAF COTTONWOOD	2.5" CAL	B&B	L
ORNAMENTAL TREES						
1	JTL	SYRINGA RETICULATA	JAPANESE TREE LILAC	2" CAL	B&B	M-H
11	CP	PYRUS CALLERYANA 'CHANTICLEER'	CHANITCLEER PEAR	2" CAL	B&B	M+/-
EVERGREEN TREES						
10	AP	PINUS NIGRA	AUSTRIAN PINE	6'-0"	B&B	M-H
12	BP	PINUS HELDREICHII	BOSNIAN PINE	6'-0"	B&B	M+/-
6	CBS	PICEA PUNGENS	COLORADO BLUE SPRUCE	6'-0"	B&B	M+/-
DECIDUOUS SHRUBS						
7	AV	VIBURNUM X DENTATUM 'BLUE MUFFIN'	BLUE MUFFIN ARROWOOD VIBURNUM	7 GAL		M-H
15	ABS	AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE	AUTUMN BRILLIANCE SERVICEBERRY	6' HEIGHT		L-M
12	BMS	CARYOPTERIS X CLANDONENSIS 'DARK KNIGHT'	DARK KNIGHT BLUE MIST SPIRA	5 GAL		L-M
17	CCA	VIBURNUM TRILOBUM 'COMPACTUM'	COMPACT AMERICAN CRANBERRYBUSH	5 GAL		M
41	CHA	SYMPHORICARPOS X CHENAULTI 'HANCOCK'	HANCOCK CORALBERRY	5 GAL		L-M
37	CPL	SYRINGA VULGARIS	COMMON PURPLE LILAC	4' HEIGHT		L-M
74	CSC	PRUNUS BESSEYI PAWNEE BUTTES	CREEPING WESTERN SAND CHERRY	5 GAL		L
18	DAM	ACER GINNALA 'COMPACTA'	DWARF AMUR MAPLE	5 GAL		M
30	DN	PHYSOCARPUS OPULIFOLIUS 'NANUS'	DWARF NINEBARK	5 GAL		M
43	GLS	RHUS AROMATICA 'GRO-LOW'	DWARF FRAGRANT SUMAC	5 GAL		L
14	MKL	SYRINGA PETULA 'MISS KIM'	MISS KIM LILAC	5 GAL		L-M
26	NWR	ROSA X 'NEARLY WILD'	ROSA X 'NEARLY WILD'	5 GAL		M+/-
49	SSB	ARTEMESIA FILIFOLIA	SAND SAGEBRUSH	5 GAL		L-M
15	WSC	PRUNUS BESSEYI	WESTERN SAND CHERRY	5 GAL		L
EVERGREEN SHRUBS						
106	BJ	JUNIPEROUS SABINA 'BROADMOOR'	BROADMOOR JUNIPER	5 GAL		L-M
11	SGJ	JUNIPEROUS X PFITZERIANA 'SEA GREEN'	SEA GREEN JUNIPER	5 GAL		L-M
56	TJ	JUNIPERUS SABINA 'TAMARISCIFOLA'	TAMMY JUNIPER	5 GAL		L-M
32	WBM	PINUS MUGO 'WHITE BUD'	WHITE BUD MUGO PINE	5 GAL		M-H
ORNAMENTAL GRASSES						
40	CIG	SORGHASTRUM NUTANS 'CHEYENNE'	CHEYENNE INDIANGRASS	1 GAL		L
191	DFG	PENNISETUM ALOPECURODIES 'HAMELN'	DWARF FOUNTAIN GRASS	1 GAL		L-M
170	KFG	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	3 GAL		L-M
20	PG	CORTADERIA SELLOANA 'PUMILA'	PAMPAS GRASS	5 GAL		L-M
DETENTION PLANTING						
6	BFB	SHEPHERDIA ARGENTEA	BUFFALOBERRY	5 GAL		VL
9	SLS	CARAGANA ARBORESCENS	SUTHERLAND PEASHRUB	5 GAL		VL
12	TGR	CHRYSOTHAMNUS NAUSEOSUS GRAVEOLENS	TALL GREEN RABBITBRUSH	5 GAL		VL
19	TMM	CERCOCARPUS MONTANUS	TRUE LEAF MOUNTAIN MAHOGANY	5 GAL		VL
10	BRD	CORNUS STOLONIFERA 'BAILEYI'	BAILEY RED TWIG DOGWOOD	5 GAL		H
25	BGB	BETULA GLANDULOSA	BOG BIRCH	5 GAL		H
43	BSW	SALIX IRRORATA	BLUE STEM WILLOW	5 GAL		H

LEGEND

Shade Tree
Ornamental Tree
Evergreen Tree
Entry Sign/Monument
Street Lights
Landscape Edging
Fence Column
6' Wood Privacy Fence
Wood 3 Rail Open Rail Fence
Sod
Native Seed

NO.	REVISION	DATE	BY
1	1ST SUBMITTAL	09/30/13	SA

DEVELOPER

CENTURY COMMUNITIES
8390 E CRESCENT PARKWAY
SUITE 650
GREENWOOD VILLAGE,
COLORADO 80111
PHONE: 303-770-8300

THE HENRY DESIGN GROUP
LAND PLANNING • LANDSCAPE ARCHITECTURE & DESIGN
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Phone: 303-446-2368 Fax: 303-446-0958

DATE: 09/30/13
JOB NO: 1082
DRAWN BY: SA
APPROVED: KH
CADD FILE:

L-2

LAKEVIEW
LANDSCAPE PLAN

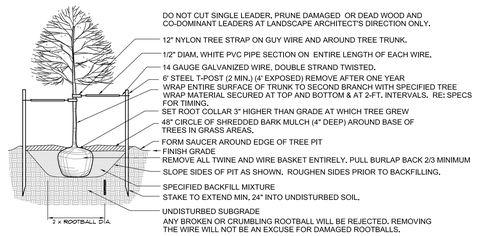
Tree #	Description	Notes
E-1	16" dia. Spruce	To Remain
E-2	16" dia. Spruce	To Remain
E-3	14" dia. Linden	To Remain
E-4	20" dia. Linden	To Remain
E-5	18" dia. Linden	To Remain
E-6	16" dia. Linden	To Remain
E-7	18" dia. Linden	To Remain
E-8	24" dia. Honeylocust	To Remain
E-9	24" dia. Green Ash	To Remain
E-10	18" dia. Green Ash	To Be Removed
E-11	18" dia. Green Ash	To Remain
E-12	14" dia. Green Ash	To Remain
E-13	16" dia. Russian Olive	To Remain
E-14	16" dia. Russian Olive	To Remain
E-15	18" dia. Cottonwood	To Remain
E-16	20" dia. Cottonwood	To Remain
E-17	18" dia. Cottonwood	To Remain
E-18	20" dia. Cottonwood	To Remain
E-19	18" dia. Cottonwood	To Remain
E-20	12' Ht. Russian Olive	To Be Removed
E-21	6" dia. Crabapple	To Be Removed

NOTE: EXISTING TREES WILL BE IDENTIFIED AND TAGGED DURING A SITE WALKTHROUGH WITH A CITY FORESTER AT A FUTURE DATE.

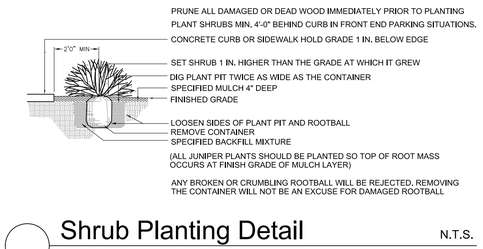
Existing Trees

Monument will be approved through a permit process regulated by the City sign code

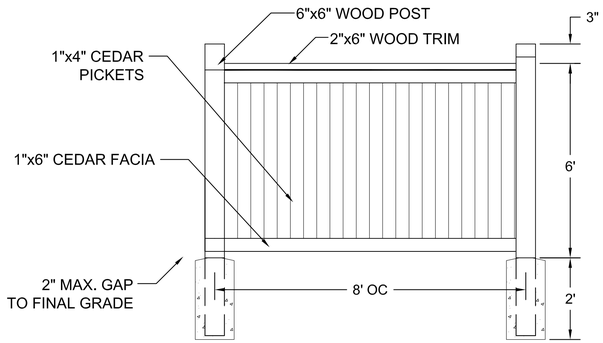
Neighborhood Entry Monument



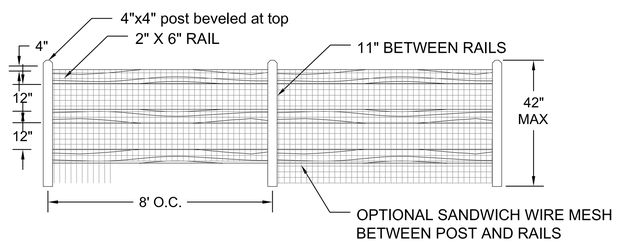
Deciduous Tree Planting Detail N.T.S.



Shrub Planting Detail N.T.S.

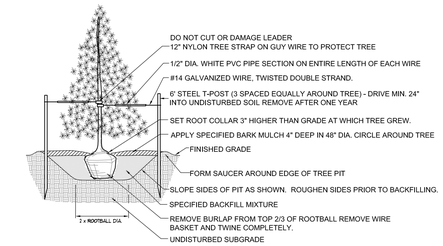


6' Wood Privacy Fence N.T.S.

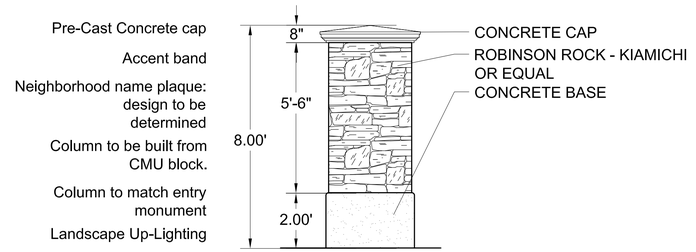


WOOD THREE RAIL FENCE N.T.S.

LOCATED ON LOTS ADJACENT TO OPEN SPACE AND ON RETAINING WALLS 30 INCHES OR MORE IN HEIGHT INCLUDING AROUND DETENTION POND.

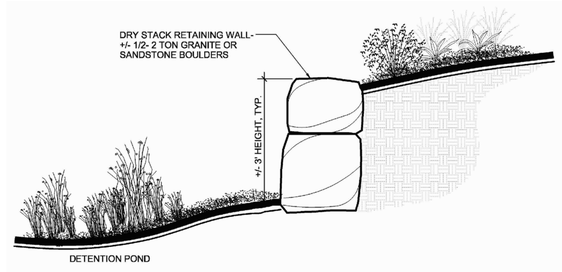


Evergreen Tree Planting Detail N.T.S.



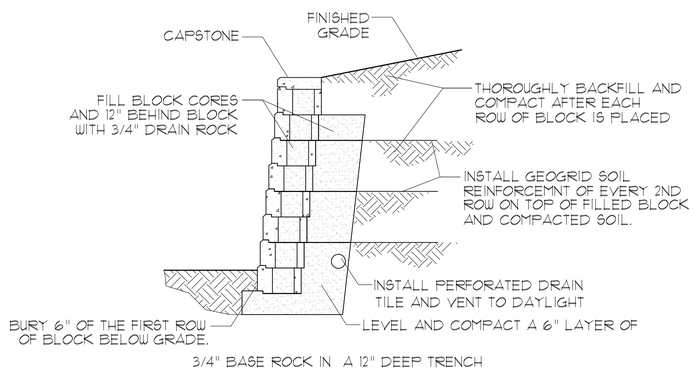
Neighborhood Marker N.T.S.

Monument to be 3'x3'x8'



Detention Pond Retaining Wall Detail N.T.S.

Note: Exact design and material of retaining wall in detention pond to be determined with final plan.



Allen Block Retaining Wall Detail N.T.S.

RETAINING WALLS LOCATED ON PRIVATE LOTS SHALL BE ALLEN BLOCK RETAINING WALLS, EARTH TONE COLORS.

NO.	REVISION	DATE	BY
1	1ST SUBMITTAL	09/30/13	SA

LAKEVIEW
LANDSCAPE PLAN

DEVELOPER
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DATE: 09/30/13
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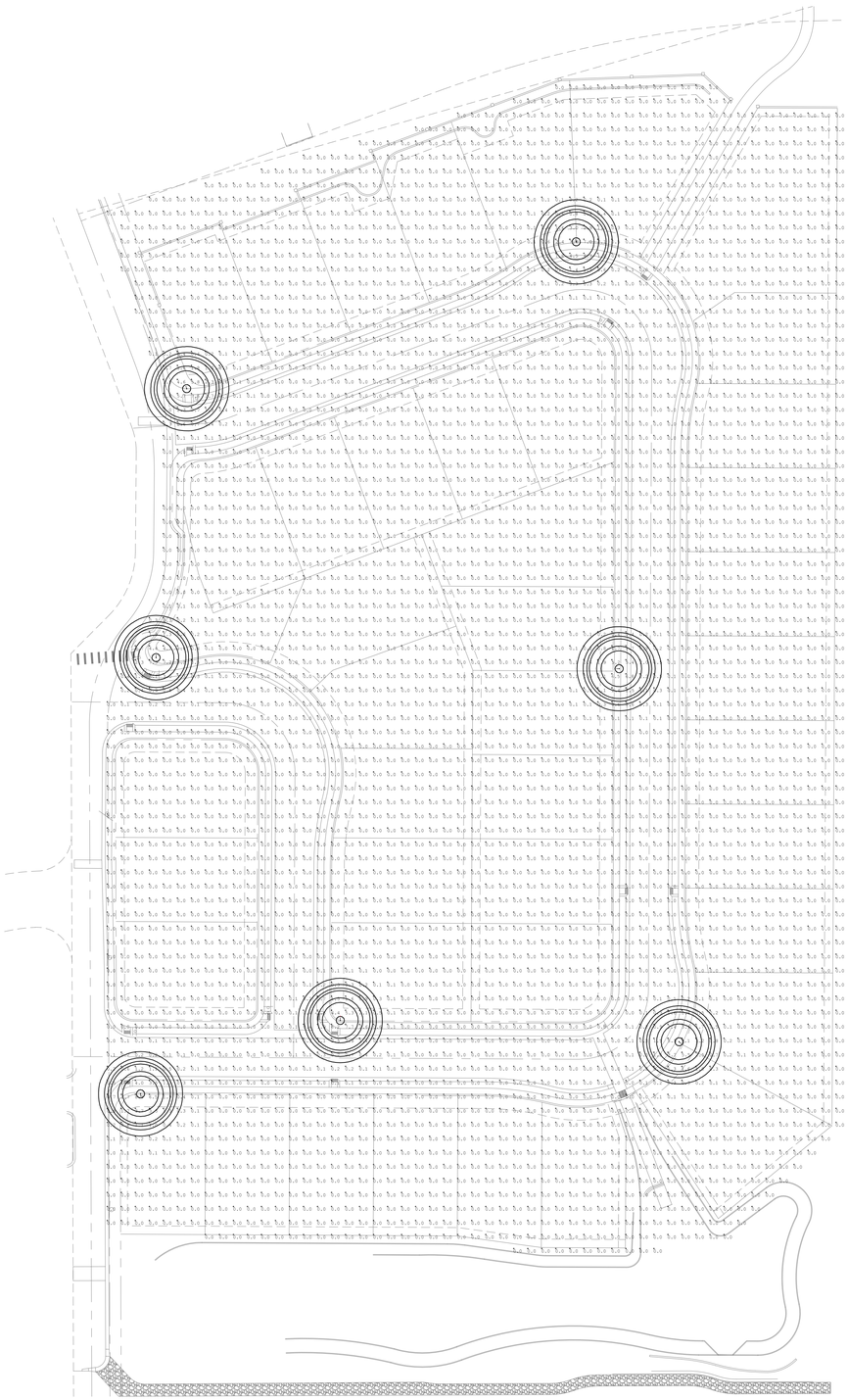
DRAWN BY: SA
APPROVED: KH
CADD FILE:

L-3

LAKEVIEW
PHOTOMETRIC PLAN

LAKEVIEW SUBDIVISION, BEING A REPLAT OF A PORTION OF THE FIRST CHRISTIAN CHURCH P.U.D., LOCATED IN THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 7 NORTH, RANGE 68 WEST OF THE 6TH P.M. CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO (2700 SOUTH LEMAY STREET)



Photometric Plan

NORTH 0 25' 50' 100' 1"=50'

Whatley
A valmont COMPANY

DECORATIVE LAMP POST — POLE **XO45**

TAPERED OCTAGONAL POLE 4.5 INCHES AT POST TOP — DECORATIVE BASE **D16M**

- Octagonal, tapered XTREME® composite core, elastomeric clad urethane pole shaft
- Direct Embedded and Anchor Base models
- XTREME® elastomeric urethane base cover

Ordering Information

SAMPLE CATALOG NUMBER LOGIC

A	B	C	D	E	F	G
XO45-D16M	12	AB	MTB	30	-30	R1
XO45-D16M	14	DE	HTG	40	-35	*
BASE & POLE DESIGN	ABOVE GRADE HEIGHT	INSTALLATION METHOD	COLOR	TENON O.D.	TENON HEIGHT	OPTIONS

B ABOVE GRADE HEIGHT

Cat No.	Description
6	6 feet/1.83M
7	7 feet/2.13M
8	8 feet/2.44M
9	9 feet/2.74M
10	10 feet/3.0M
11	11 feet/3.4M
12	12 feet/3.7M
13	13 feet/4.0M
14	14 feet/4.3M
15	15 feet/4.6M
16	16 feet/4.9M
17	17 feet/5.2M

C INSTALLATION METHOD

Cat No.	Description
DE	Direct Embedded
AB	Anchor Base

D COLOR

Cat No.	Description
BLK	Black
MTB	Matte Black
DBZ	Dark Bronze
DGR	Dark Green
HTG	Hunter Green
SLV	Silver
WHT	White
GRY	Grey
CC	Custom color - Please provide a min. 3" x 3" color chip.
RAL	Please provide a four digit RAL color number.

E TENON O.D. (OUTSIDE DIAMETER)

Cat No.	Description
23	2 3/8" (60 mm)
27	2 7/8" (73mm)
30	3" (76 mm)
35	3 1/2" (89 mm)
40	4" (102mm)

F TENON HEIGHT

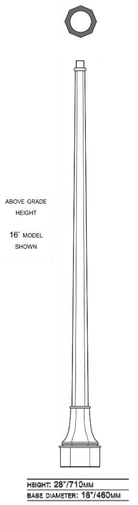
Cat No.	Description
-30	3.0" (76 mm)
-35	3.5" (89mm)
-40	4.0" (102 mm)
-50	5.0" (127 mm)
-60	6.0" (178mm)

Tenons include a cast decorative ring at the top of the pole.

- For other tenon sizes contact the factory.

G OPTIONS

Cat No.	Description
R1	Single receptacle and housing with spring loaded cover. Molded in dark grey color. Standard location is 12"/305mm below the top of the pole.
RC	Receptacle housing and a NEC approved cover. GFCI receptacle by others. Standard location is 12"/305mm below the top of the pole.
*	Other accessories are shown on the Accessories specification sheet.



HEIGHT: 28'/710MM
BASE DIAMETER: 18'/460MM

WHATLEY INC. A VALMONT COMPANY
3550 Odessa Way Aurora, CO 80011 office 303-287-8053 fax 303-286-7216 whatley.com 877-959-7678

DECORATIVE LAMP POST — POLE **XO45**

TAPERED OCTAGONAL XTREME® COMPOSITE URETHANE POLE SHAFT — DECORATIVE BASE **D16M**

Specifications

POLE SHAFT

The XTREME® pole shaft shall be octagonal, with a .20"/5mm per foot taper, with the top of the post at 4.5"/114mm diameter. The hand hole shall be 2"/51mm x 5"/125mm with a cover. The inner shaft shall be constructed of continuous fiberglass filament combined with a thermosetting epoxy resin. The glass filament shall be helically wound at alternating high and low angle layers for maximum compressive and bending strength. The outer shaft shall be a proprietary elastomeric urethane, molded to the inner composite shaft, forming a unitized pole shaft with a minimum thickness of .75"/19mm. The pole shaft shall be highly resistant to impact, chipping, or damage to the finish from vandalism. The hand hole area and hardware attachment areas shall be reinforced. The poles shall be designed with a minimum safety factor of 2:1 and have a maximum deflection of 10% under full wind loading conditions. The butt end of the embedded-type post shall be enlarged and oval to increase the resistance to rotation and provide maximum ground bearing resistance (anti-lift). The post shall be non-conductive and chemically inert.

PERFORMANCE CRITERIA

The post shall be designed with a minimum safety factor of 2:1 and have no more than a 10% deflection at full wind loading. The post shall deflect no more than 2.5% of the above-ground length with 100 lbs. of lateral top load (stiffness). Poles shall be tested and rated per ASCE 7-98 and AASHTO 2001 specifications for pole structures.

DIRECT EMBEDDED INSTALLATION

Direct embedded poles shall have a 2.5"/62mm x 5"/125mm slot for conduit entrance 24 inches (610mm) below finished grade. Embedded depths may vary per local codes, site soil conditions, drainage and very high wind conditions.

ANCHOR BASE

Anchor bases shall be constructed of steel or aluminum base plate. The base shall be factory bonded to the post. The anchor base shall have four holes at ninety degrees, accommodating a bolt circle of 9 inches (230mm) to 11 inches (280mm).

POST TOP

A painted 6061-T6 aluminum tenon shall be firmly bonded to the pole for mounting a post-top luminaire or arm.

FINISH

The surface of the post shall be uniform and consistent for the entire length of the post. A UV-resistant catalyzed urethane coating shall be extremely durable and retains its gloss after a 5000 hour exposure test (ASTM) to the sun, with no dulling or chalking of the surface.

ORNAMENTAL BASE COVER

The ornamental decorative base cover shall be one or two piece and constructed from a proprietary elastomeric urethane and finished to match the post. The base shall be corrosion free and extremely resistant to impact and chipping.

WARRANTY

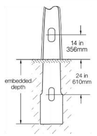
The products shall be warranted to be free of defects for three years from the date of shipment from the factory.

Wind Loading Data for Direct Embedded and Anchor Base

		WIND SPEED (MPH) WITH 3 SECOND GUST FACTOR						
Cat No.	Description	WT	90	100	110	120	130	140	150
6	6 feet/1.83M	65	11.9	9.4	7.5	6.1	5.0	4.2	3.6
7	7 feet/2.13M	68	11.9	9.4	7.5	6.1	5.0	4.2	3.6
8	8 feet/2.44M	81	11.9	9.4	7.5	6.1	5.0	4.2	3.6
9	9 feet/2.74M	84	11.9	9.4	7.5	6.1	5.0	4.2	3.5
10	10 feet/3.10M	67	11.9	9.4	7.5	6.1	5.0	4.2	3.5
11	11 feet/3.35M	70	11.9	9.4	7.4	6.0	4.9	4.1	3.4
12	12 feet/3.65M	75	11.9	9.3	7.4	5.9	4.8	4.0	3.3
13	13 feet/3.98M	78	11.9	9.2	7.3	5.8	4.7	3.9	3.2
14	14 feet/4.27M	82	11.8	9.1	7.1	5.7	4.6	3.7	3.1
15	15 feet/4.57M	88	11.7	9.0	7.0	5.6	4.5	3.6	3.0
16	16 feet/4.88M	90	10.7	8.2	6.3	5.0	4.0	3.2	2.6
17	17 feet/5.18M	95	10.4	7.9	6.1	4.8	3.8	3.0	2.4

Wind speed values are for a 3-second gust per ASCE 7-98 and AASHTO 2001. Calculated per ASCE 7-98, 50-year recurrance interval,1.0 importance factor. Assumes load 12 inches above the pole top. Safety factor = 2.0.

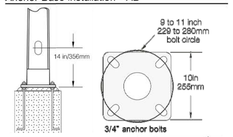
Direct Embedded - DE



SHAFT LENGTH	EMBEDDED DEPTH
6 to 13 feet	3ft/.91M
14 to 17 feet	4ft/1.2M

Embedded depths may vary per local codes, site soil conditions, drainage and very high wind conditions.

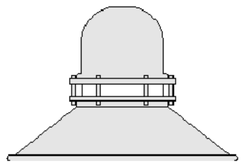
Anchor Base Installation - AB



WHATLEY INC. A VALMONT COMPANY
3550 Odessa Way Aurora, CO 80011 office 303-287-8053 fax 303-286-7216 whatley.com 877-959-7678

SPECIFICATION SHEET

Light Post



Light Arm

Lamp

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
⊖	7	A	SINGLE	14000	0.700	1040-150 WATT METAL HALIDE PS AT A5 FT MT HT TYPE V 01202.IES

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
FULL LAYOUT	Illuminance	Fc	0.09	9.1	0.0	N.A.	N.A.

NO.	REVISION	DATE	BY
1	1ST SUBMITTAL	09/30/13	SA

LAKEVIEW

DEVELOPER

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DATE: 09/30/13
JOB NO: 1082
DRAWN BY: SA
APPROVED: KH
CADD FILE:

PP-1

Neighborhood Meeting Summary

Project: Lakeview Subdivision at Christ Center Community Church

Date: May 6, 2013

Applicant: Mike Cooper, Century Communities

Planner: Ted Shepard, Chief Planner, C.D.N.S.

Moderator: Sarah Burnett, Neighborhood Development Review Liaison

The meeting began with a description of the proposed project. As proposed, the request is to plat 42 lots for single family detached homes on the 11 acres located on the east side of the Christ Center Community Church. The site is zoned R-L, Low Density Residential which permits single family dwellings subject to Administrative Review by the City of Fort Collins Hearing Officer. The estimated size of the homes would range between 2,000 and 2,800 square feet not including the unfinished basements. The average house size would be approximately 2,400 square feet. The estimated size of the lots would be around 6,000 square feet.

Questions, Concerns, Comments

1. How many bedrooms per house?

A. Typically, there will be three bedrooms per house. We may offer a model with a loft option which could be used as a fourth bedroom.

2. What is the estimated selling price?

A. We are preliminarily estimating the price to be in the mid-$300,000 range.

3. Do you have a website?

A. Yes, we have a website where you can view the homes.

4. Will you be setting up an H.O.A.?

A. Yes, the H.O.A. will be responsible for the common areas including the maintenance of the stormwater detention pond which will be slightly enlarged

compared to the size presently depicted on the display boards.

5. What about the size of the lots?

A. Most of the lots will be around 6,000 square feet in size which is the minimum required lot size for the R-L zone.

6. Will there be access off Lemay Avenue?

A. The existing access drives off Lemay will remain and there will be a cross access agreement with the church across the parking lot to allow use of these driveways. There will be no new driveways on Lemay.

7. The south access drive to the church parking lot is very close to the backyards of the existing houses to south. This access drive should be closed.

8. This access drive serves the church and helps distribute traffic around the site versus concentrating traffic at one point. There are no plans to close this driveway.

9. The access driveway on Drake looks narrow and may need to be widened.

A. The width of this driveway appears to be adequate to serve the anticipated traffic expected with the proposed number of houses.

10. I have observed that Sunday traffic uses the south access drive to turn right to go north on Lemay.

11. The Drake access looks too close to the building.

A. The Drake access should work for us as currently aligned.

12. Are your internal streets private? How wide will they be?

A. Yes, our internal streets will be private and we have not yet finalized the design of the cross-section.

13. Why don't you know the width of your internal streets?

A. We anticipate that our internal streets will have between 22 and 24 feet of width to accommodate two lanes of travel, one in each direction. Then we expect to provide between six and seven feet of width for parallel parking on both sides. This will result in an estimated width of between 32 and 34 feet as measured

from flow line to flow line.

14. Our preference is that you keep your traffic off the church's south access drive or mitigate the impacts.

A. We will work with the church on this issue.

15. For the south access, how about installing a gate that would be closed six days per week but open only on Sunday's?

16. What about the size of the stormwater detention pond?

A. We will comply with the City's requirements for sizing the detention pond.

17. Will there be a path to the south?

A. We do not intend to construct a path to the south through our stormwater detention pond. As you know, the church's existing detention pond adjoins the City's regional pond so our pond does not directly adjoin the neighborhood.

18. Will you be preserving the City's access drive to their regional pond?

A. Yes, we will continue to provide vehicular access to the City's regional pond for their maintenance equipment.

19. Maintaining access via the existing path to the neighborhood to the south will be important for school age children walking or riding bikes to the elementary school.

A. Our understanding is that this existing path is really a concrete drainage conveyance channel that is located within the City's regional pond south of our pond. We have no intention in changing any of these existing off-site conditions.

20. The access drive onto Drake is too close to the intersection. When traffic backs up from the intersection, it will be difficult to turn left to go west on Drake.

A. Our traffic consultant is familiar with these issues.

21. Crossing Lemay to get to the shopping center is dangerous.

A. We will work with the City to make sure that there is enough time to for pedestrians to cross Lemay at the signalized intersection.

22. Access to Lemay via the church's southern driveway is impactful. Using this driveway should be discouraged by making the route circuitous.

A. We will work with the Church on this issue.

23. Will the construction be phased?

A. No, the project will be developed as a single phase.

24. Are you the only builder?

A. Yes, we are the only builder.

25. To whom are you marketing the homes?

A. We are marketing to families.

26. I'm concerned about the population density that will be added to the neighborhood. 44 homes times 4 occupants per home equals 176 additional persons impacting our neighborhood.

A. Our proposed density complies with the R-L, Low Density Residential, zoning.

27. The model homes look attractive.

28. Will there be any fencing along the west side of the project?

A. No, this area will be a common area, approximately 15 feet wide and landscaped.

29. It's difficult to look east to see westbound traffic on Drake when trying to exit the church property at their Drake driveway.

A. We are aware of this sight distance issue with the neighbor's existing fence at the corner of Drake and Dorado.

30. What about fencing along the east property line?

A. There are a variety of fences along this property line. We are interested in working with the adjoining neighbors on what makes the best sense with regard to fencing.

31. I think the new houses will help buffer the sound from the arterial streets.

32. The plan shows a lot of trees. Are you planting that many trees?

A. Yes, and possibly more.

33. Is your company associated with Regency?

A. Yes.

34. How many models will be offered?

A. We are thinking of offering in the range of three to five models with options and variations available within each model.

35. Are the lots smaller than our neighborhood (to the east)?

A. Yes, your neighborhood average lot size is around 7,500 square feet and we are proposing an average lot size that is closer to 6,000 square feet.

36. The Transportation Impact Study needs to account for all projects in the vicinity that are presently under construction.

A. That is a City requirement for preforming an acceptable T.I.S.

37. Will the selling price of the homes be reduced to meet the market?

A. We are not likely to see a downward trend in home prices.

38. What would be the setback from the north – south access drive?

A. About 15 feet.

39. Looks like you need to coordinate with the church on a variety of issues.

A. Yes, that is correct which we are already doing.

40. It goes without saying that this proposal is vastly preferable in comparison with the last project.

CENTURY
COMMUNITIES

LAKEVIEW – NEIGHBOR MEETING SUMMARY

May 6, 2013
(applicant responses given at meeting are in ***bold italics***)
(revised/updated applicant responses are in ***red bold italics***)

1. How many bedrooms per house?

   Typically, there will be three bedrooms per house. We may offer a model with a loft option which could be used as a fourth bedroom.

2. What is the estimated selling price?

   We are preliminarily estimating the base home price to be in the mid-$300,000 range.

3. Do you have a website?

   Yes, we have a website where you can view the homes.

4. Will you be setting up an H.O.A.?

   Yes, the H.O.A. will be responsible for the common areas including the maintenance of the stormwater detention pond which will be slightly enlarged compared to the size presently depicted on the display boards.

5. What about the size of the lots?

   Most of the lots will be around 6,000 square feet in size which is the minimum required lot size for the R-L zone.

6. Will there be access off Lemay Avenue?

   The existing access drives off Lemay will remain and there will be a cross access agreement with the church across the parking lot to allow use of these driveways. There will be no new driveways on Lemay.

7. The south access drive to the church parking lot is very close to the backyards of the existing houses to south. This access drive should be closed.

   This access drive serves the church and helps distribute traffic around the site versus concentrating traffic at one point. There are no plans to close this driveway.

8. The access driveway on Drake looks narrow and may need to be widened.

   The width of this driveway appears to be adequate to serve the anticipated traffic expected with the proposed number of houses.

9. I have observed that Sunday traffic uses the south access drive to turn right to go north on Lemay.

10. The Drake access looks too close to the building.

    The Drake access should work for us as currently aligned.

11. Are your internal streets private? How wide will they be?

    Yes, our internal streets will be private and we have not yet finalized the design of the cross-section.

12. Why don't you know the width of your internal streets?

    We anticipate that our internal streets will have between 22 and 24 feet of width to accommodate two lanes of travel, one in each direction. Then we expect to provide between six and seven feet of width for parallel parking on both sides. This will result in an estimated width of between 32 and 34 feet as measured from flow line to flow line. The streets will be 30' wide flowline to flowline, plus 11.5' each side for tree lawn and detached sidewalk, for a total 53' wide private access easement.

13. Our preference is that you keep your traffic off the church's south access drive or mitigate the impacts.

    We will work with the church on this issue.

14. For the south access, how about installing a gate that would be closed six days per week but open only on Sunday's?

15. What about the size of the stormwater detention pond?

    We will comply with the City's requirements for sizing the detention pond.

16. Will there be a path to the south?

    We do not intend to construct a path to the south through our stormwater

detention pond. As you know, the church's existing detention pond adjoins the City's regional pond so our pond does not directly adjoin the neighborhood.

17. Will you be preserving the City's access drive to their regional pond?

    Yes, we will continue to provide vehicular access to the City's regional pond for their maintenance equipment.

18. Maintaining access via the existing path to the neighborhood to the south will be important for school age children walking or riding bikes to the elementary school.

    Our understanding is that this existing path is really a concrete drainage conveyance channel that is located within the City's regional pond south of our pond. We have no intention in changing any of these existing off-site conditions.

19. The access drive onto Drake is too close to the intersection. When traffic backs up from the intersection, it will be difficult to turn left to go west on Drake.

    Our traffic consultant is familiar with these issues.

20. Crossing Lemay to get to the shopping center is dangerous.

    We will work with the City to make sure that there is enough time to for pedestrians to cross Lemay at the signalized intersection.

21. Access to Lemay via the church's southern driveway is impactful. Using this driveway should be discouraged by making the route circuitous.

    We will work with the Church on this issue.

22. Will the construction be phased?

    No, the project will be developed as a single phase.

23. Are you the only builder?

    Yes, we are the only builder.

24. To whom are you marketing the homes?

We are marketing to families.

25. I'm concerned about the population density that will be added to the neighborhood. 44 homes times 4 occupants per home equals 176 additional persons impacting our neighborhood.

    Our proposed density complies with the R-L, Low Density Residential, zoning.

26. The model homes look attractive.

27. Will there be any fencing along the west side of the project?

    No, this area will be a common area, approximately 15 feet wide and landscaped. There will be rear or side yard fences along lots that back or side along the west project area.

28. It's difficult to look east to see westbound traffic on Drake when trying to exit the church property at their Drake driveway.

    We are aware of this sight distance issue with the neighbor's existing fence at the corner of Drake and Dorado.

29. What about fencing along the east property line?

    There are a variety of fences along this property line. We are interested in working with the adjoining neighbors on what makes the best sense with regard to fencing. We propose 6' privacy fences for the proposed lots along the east property line.

30. I think the new houses will help buffer the sound from the arterial streets.

31. The plan shows a lot of trees. Are you planting that many trees?

    Yes, and possibly more.

32. Is your company associated with Regency?

    Yes.

33. How many models will be offered?

    We are thinking of offering in the range of three to five models with options

and variations available within each model. We propose 4 models with 2 elevation styles for each model.

34. Are the lots smaller than our neighborhood (to the east)?

    Yes, your neighborhood average lot size is around 7,500 square feet and we are proposing an average lot size that is closer to 6,000 square feet.

35. The Transportation Impact Study needs to account for all projects in the vicinity that are presently under construction.

    That is a City requirement for performing an acceptable T.I.S.

36. Will the selling price of the homes be reduced to meet the market?

    We are not likely to see a downward trend in home prices.

37. What would be the setback from the north – south access drive?

    About 15 feet. The rear setback will be 15', plus there is about 9' from the existing drive curb to the rear or side lot line, so there will be a minimum 24' setback from the existing drive.

38. Looks like you need to coordinate with the church on a variety of issues.

    Yes, that is correct which we are already doing.

39. It goes without saying that this proposal is vastly preferable in comparison with the last project.

LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street
Denver, CO 80206
(303) 333-1105
FAX (303) 333-1107
E-mail: lsc@lscdenver.com

TRANSPORTATION
CONSULTANTS, INC.

August 21, 2013

Mr. Mike Cooper
Century Communities
8390 E. Crescent Parkway, Suite 650
Greenwood Village, CO 80111

Re: Lakeview
Fort Collins, CO
LSC #130490

Dear Mr. Cooper:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic memorandum for the proposed Lakeview development. As shown on Figure 1, the site is located south of E. Drake Road and east of S. Lemay Avenue in Fort Collins, Colorado.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, etc.; the existing weekday peak-hour traffic volumes; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected short-term background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the site's traffic impacts.

LAND USE AND ACCESS

The site is currently undeveloped. The proposed site is assumed to contain 42 single-family dwelling units. Figure 2 shows the conceptual site plan. Access to the site is proposed to S. Lemay Avenue and E. Drake Road via the existing access points for the Christ Center Community Church. The internal streets of the site are configured to encourage site traffic to/from S. Lemay Avenue to use the northern access of the two S. Lemay Avenue access points.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **E. Drake Road** is an east-west five-lane roadway north of the site. The roadway has bicycle lanes and attached side walks in both directions. The intersection with S. Lemay Avenue is signalized with auxiliary lanes. The posted speed limit near the site is 40 miles per hour (mph).

- **S. Lemay Avenue** is a north-south five-lane roadway west of the site. The roadway has bicycle lanes and attached side walks in both directions. The posted speed limit near the site is 40 mph.

Existing Traffic Conditions

Figure 3 shows the existing lane geometries, traffic controls, and traffic volumes at the site access intersections on a typical weekday. The weekday peak-hour traffic volumes are from the attached traffic counts conducted by Counter Measures in July 2013.

2014 Background Traffic

Figure 4 shows the estimated 2014 background traffic volumes. The traffic volumes were assumed to grow two percent from 2013 to 2014.

Existing and 2014 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for unsignalized intersections.

The intersections of S. Lemay Avenue/Site Access and E. Drake Road/Site Access were analyzed to determine the existing and 2014 background levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

- **S. Lemay Avenue/Site Access:** All movements of this unsignalized intersection currently operate at LOS "D" or better with the exception of the eastbound approach which operates at LOS "F" and will continue to do so through 2014 during both morning and afternoon peak-hours.

- **E. Drake Road/Site Access:** All movements of this unsignalized intersection currently operate at overall LOS "C" or better and will continue to do so through 2014 during both morning and afternoon peak-hours.

TRIP GENERATION

Table 2 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed site based on the rates from *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE).

The site is projected to generate about 400 vehicle-trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak-hour,

which generally occurs for one hour between 6:30 and 8:30 a.m., about 8 vehicles would enter and about 24 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:15 and 6:15 p.m., about 27 vehicles would enter and about 16 vehicles would exit the site.

TRIP DISTRIBUTION AND ASSIGNMENT

Figure 5 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers and the site's proposed land use.

SITE-GENERATED TRAFFIC

Figure 6 shows the estimated site-generated traffic volumes on the area roadways, which were determined by applying the directional distribution percentages (from Figure 5) to the trip generation estimates (from Table 2).

2014 TOTAL TRAFFIC

Figure 7 shows the 2014 total traffic which is the sum of the 2014 background traffic volumes (from Figure 4) and the site-generated traffic volumes (from Figure 6).

PROJECTED LEVELS OF SERVICE

The intersections of S. Lemay Avenue/Site Access and E. Drake Road/Site Access were analyzed to determine the projected levels of service for the 2014 total traffic based on the unsignalized intersection analysis procedures from the *Highway Capacity Manual.* Table 1 shows the level of service analysis results. The level of service reports are attached.

- **S. Lemay Avenue/Site Access:** The eastbound approach is expected to continue to operate at LOS "F" with the addition of site traffic during both morning and afternoon peak-hours. The westbound approach is expected to operate at LOS "F" with the addition of site traffic during the afternoon peak-hour. An alternative analysis was done which assumes the westbound left and through movements at the S. Lemay Avenue access turn left from the E. Drake Road access where there is excess capacity. Under this scenario, all site traffic movements operate at an acceptable level of service.

- **E. Drake Road/Site Access:** All movements of this unsignalized intersection are expected to operate at LOS "C" or better through the Year 2014 during both morning and afternoon peak-hours.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 400 vehicle-trips on the average weekday. During the morning peak-hour about 8 vehicles would enter and about 24 vehicles would exit the site. During the afternoon peak-hour about 27 vehicles would enter and about 16 vehicles would exit the site.

Projected Levels of Service

2. The eastbound approach at the S. Lemay Avenue/Site Access intersection is expected to continue to operate at LOS "F" with the addition of site traffic during both morning and afternoon peak-hours. The westbound approach is expected to operate at LOS "F" with the addition of site traffic during the afternoon peak-hour. An alternative analysis was done which assumes the westbound left and through movements at the S. Lemay Avenue access turn left from the E. Drake Road access where there is excess capacity. Under this scenario, all site traffic movements operate at an acceptable level of service.

3. All movements of the unsignalized E. Drake Road/Site Access intersection are expected to operate at LOS "C" or better through the Year 2014 during both morning and afternoon peak-hours.

Sight Distance

4. Figure 7-16 of the LCUASS requires a corner sight distance of 660 feet for a design speed of 40 mph. Left-turning vehicles from the site access intersection onto E. Drake Road have a two-way left-turn lane as a receiving lane. This effectively lowers the minimum sight distance requirement to the east to about 310 feet to allow a vehicle turning left from the site access to see a vehicle turning left into the site with an average speed of 30 mph.

* * * * *

We trust our findings will assist you in gaining approval of the proposed Lakeview development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By_____
Christopher S. McGranahan, PE, PTOE
Principal

COLORADO LICENSED CHRISTOPHER S. McGRANAHAN 39018 PROFESSIONAL ENGINEER

8-21-13

CSM/wc

Enclosures: Tables 1 and 2
Figures 1 - 7
Traffic Count Reports
Level of Service Definitions
Level of Service Reports

Table 1
Intersection Levels of Service Analysis
Lakeview
Fort Collins, CO
(LSC #130490; August, 2013)

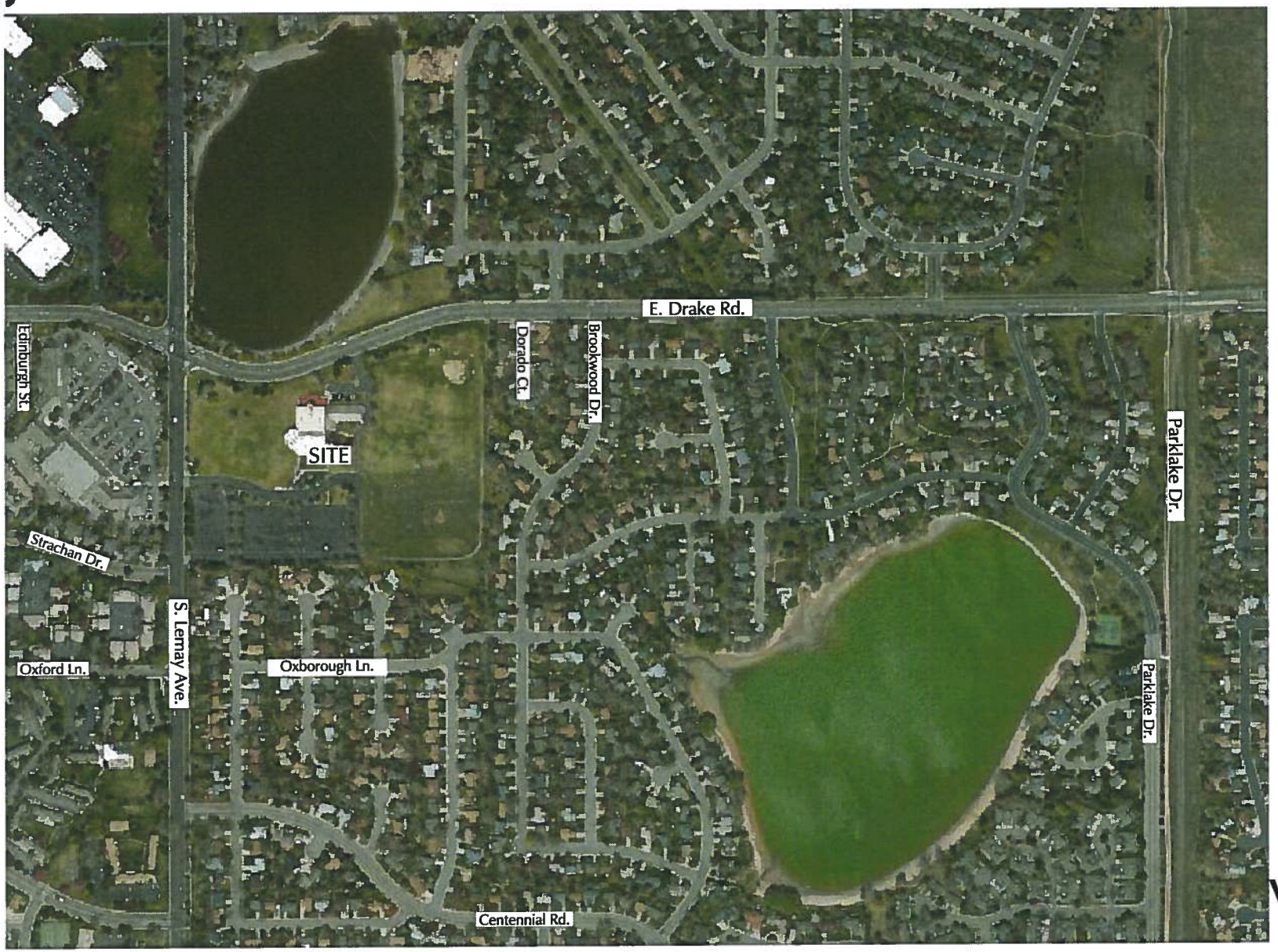
Intersection Location	Traffic Control	Existing Traffic Level of Service AM	Existing Traffic Level of Service PM	2014 Background Traffic Level of Service AM	2014 Background Traffic Level of Service PM	2014 Total Traffic Level of Service AM	2014 Total Traffic Level of Service PM	2014 Total Traffic Mitigated [1] Level of Service PM
S. Lemay Avenue/Site Access	TWSC							
NB Left		B	C	B	C	B	C	C
EB Approach		F	F	F	F	F	F	F
WB Approach		D	B	D	B	D	F	B
SB Left		B	B	B	B	B	B	B
Critical Movement Delay		69.9	>120	81.1	>120	92.1	>120	>120
E. Drake Road/Site Access	TWCS							
NB Approach		B	C	B	C	B	C	C
WB Left		A	B	A	B	A	B	B
Critical Movement Delay		12.2	16.1	12.3	16.3	11.4	15.1	19.3

Note:
(1) Assumes WB left-turn and WB through site traffic at S. Lemay Access alternately turns left at the E. Drake Road Access where there is excess capacity.

Table 2
ESTIMATED TRAFFIC GENERATION
Lakeview
Fort Collins, CO
(LSC #130490; August, 2013)

		Trip Generation Rates [1]					Vehicle - Trips Generated				
		Average	AM Peak Hour		PM Peak Hour		Average	AM Peak Hour		PM Peak - Hour	
Trip Generating Category	Quantity	Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
Single-Family Residential [2]	42 DU [3]	9.52	0.188	0.563	0.630	0.370	400	8	24	27	16

Notes:
(1) Source: *Trip Generation*, Institute of Transportation Engineers, 9th Edition, 2012
(2) ITE Land Use No. 210, Single-Family Detached Housing
(3) DU = Dwelling Units



N

Approximate Scale
Scale: 1"= 600'

Figure 1

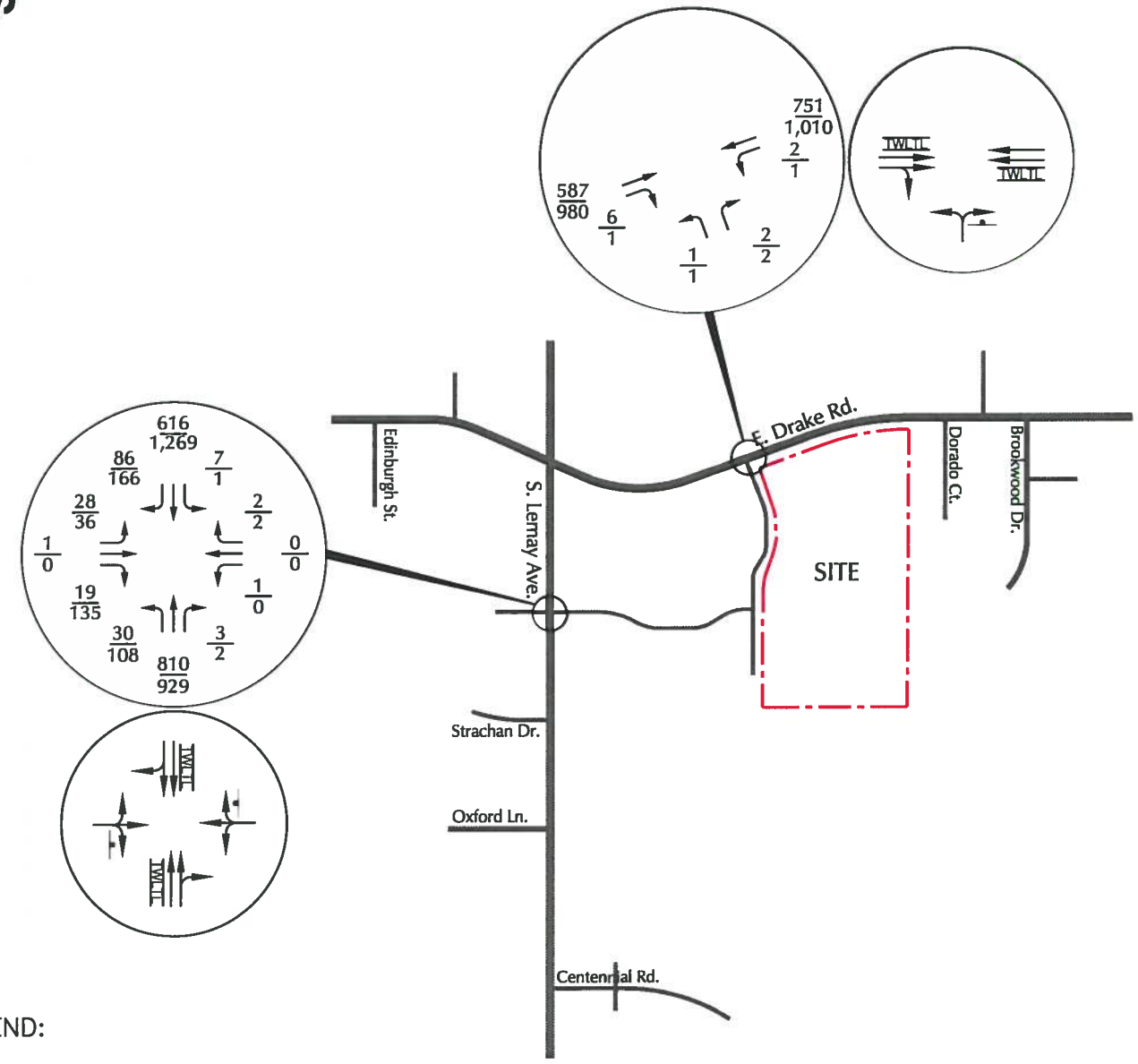
Vicinity Map

Lakeview (LSC #130490)

Figure 2

Site Plan

Lakeview (LSC #130490)



Approximate Scale
Scale: 1"= 600'

LEGEND:

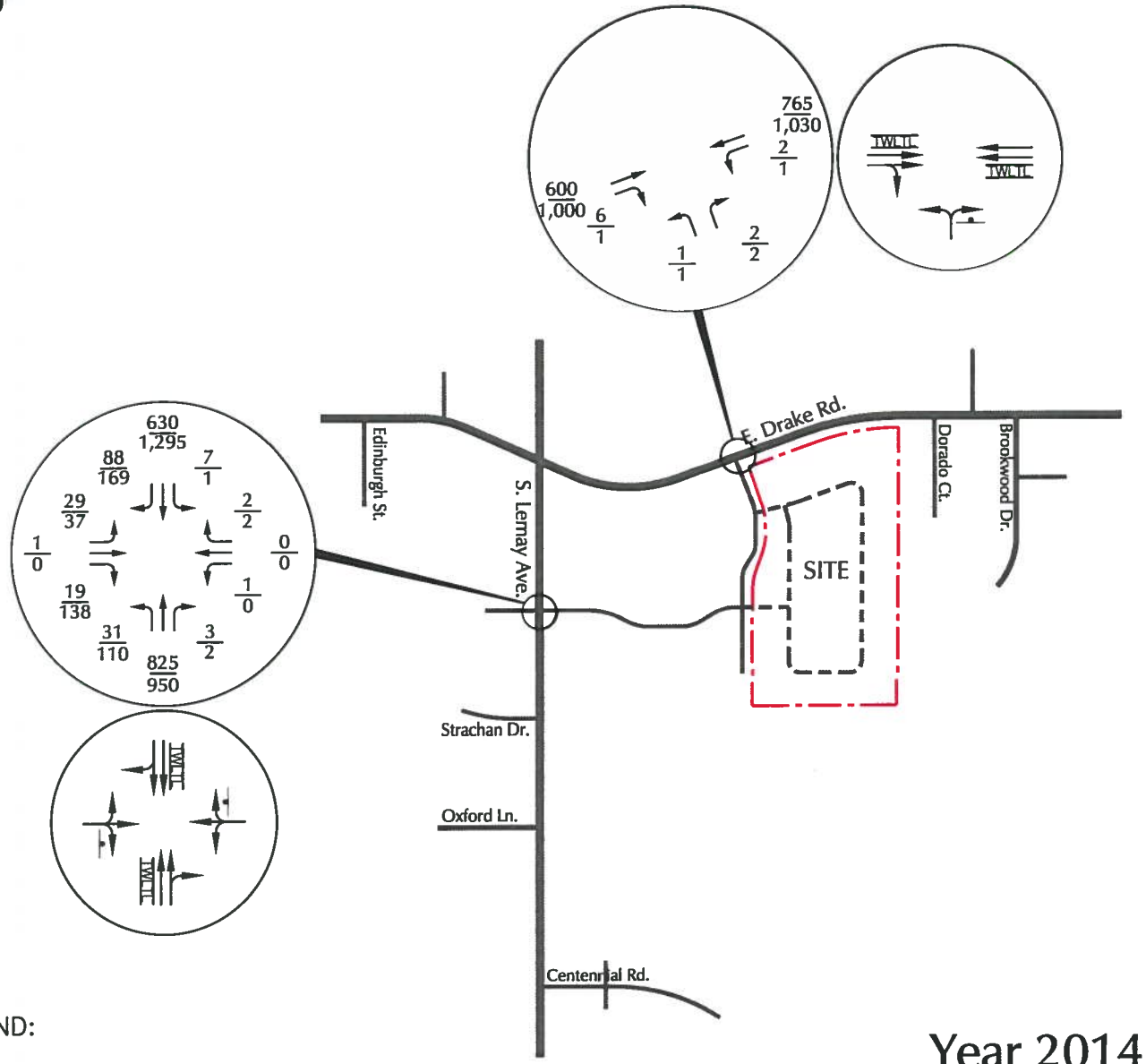
= Stop Sign

$\frac{26}{31}$ = AM Weekday Peak–Hour Traffic (vehicles per hour) / PM Weekday Peak–Hour Traffic (vehicles per hour)

Figure 3

Existing Traffic, Lane Geometry and Traffic Control

Lakeview (LSC #130490)



Approximate Scale
Scale: 1"= 600'

LEGEND:

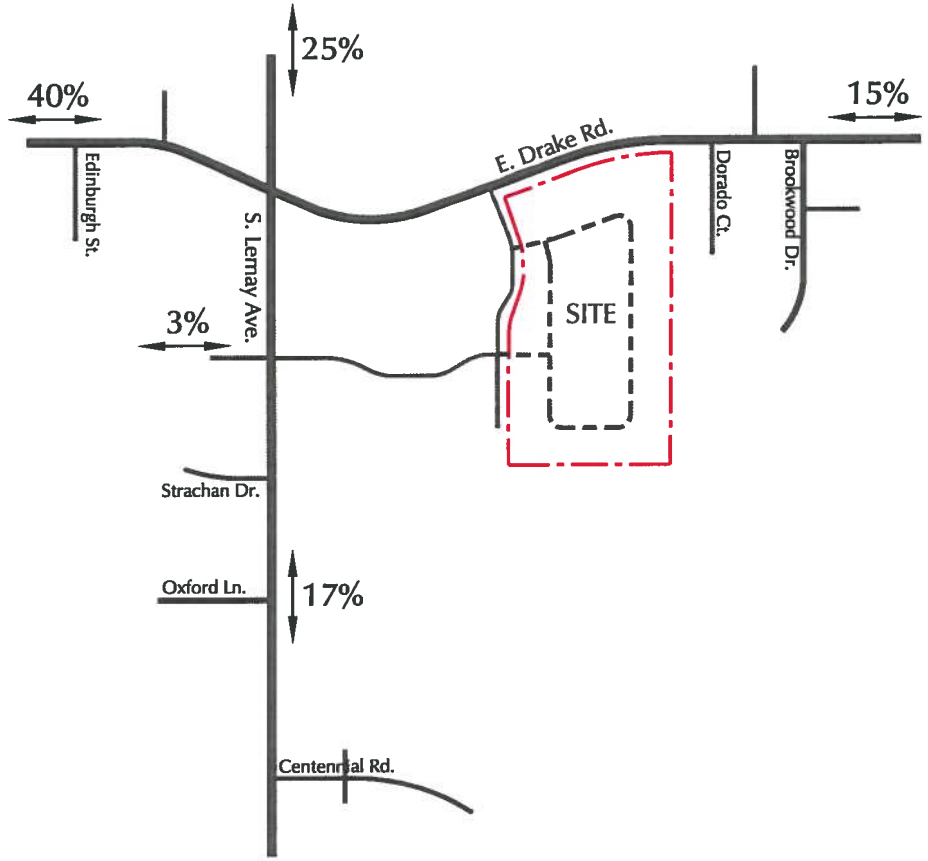
= Stop Sign

$\frac{26}{31}$ = AM Weekday Peak–Hour Traffic (vehicles per hour) / PM Weekday Peak–Hour Traffic (vehicles per hour)

Figure 4

Year 2014 Background Traffic, Lane Geometry and Traffic Control

Lakeview (LSC #130490)



Approximate Scale
Scale: 1"= 600'

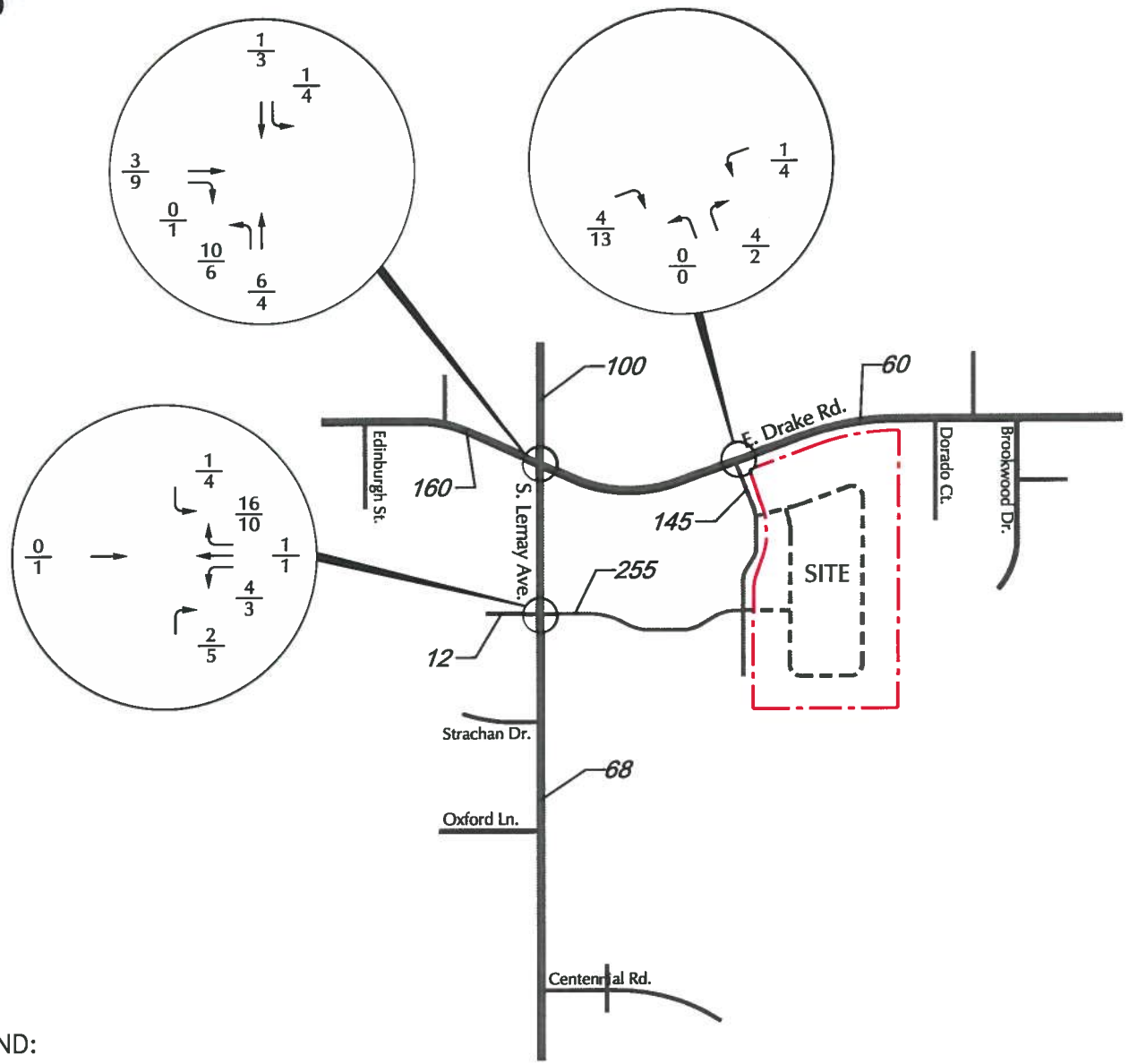
LEGEND:

35% = Percent Directional Distribution

Figure 5

Directional Distribution of Site-Generated Traffic

Lakeview (LSC #130490)



Approximate Scale
Scale: 1"= 600'

LEGEND:

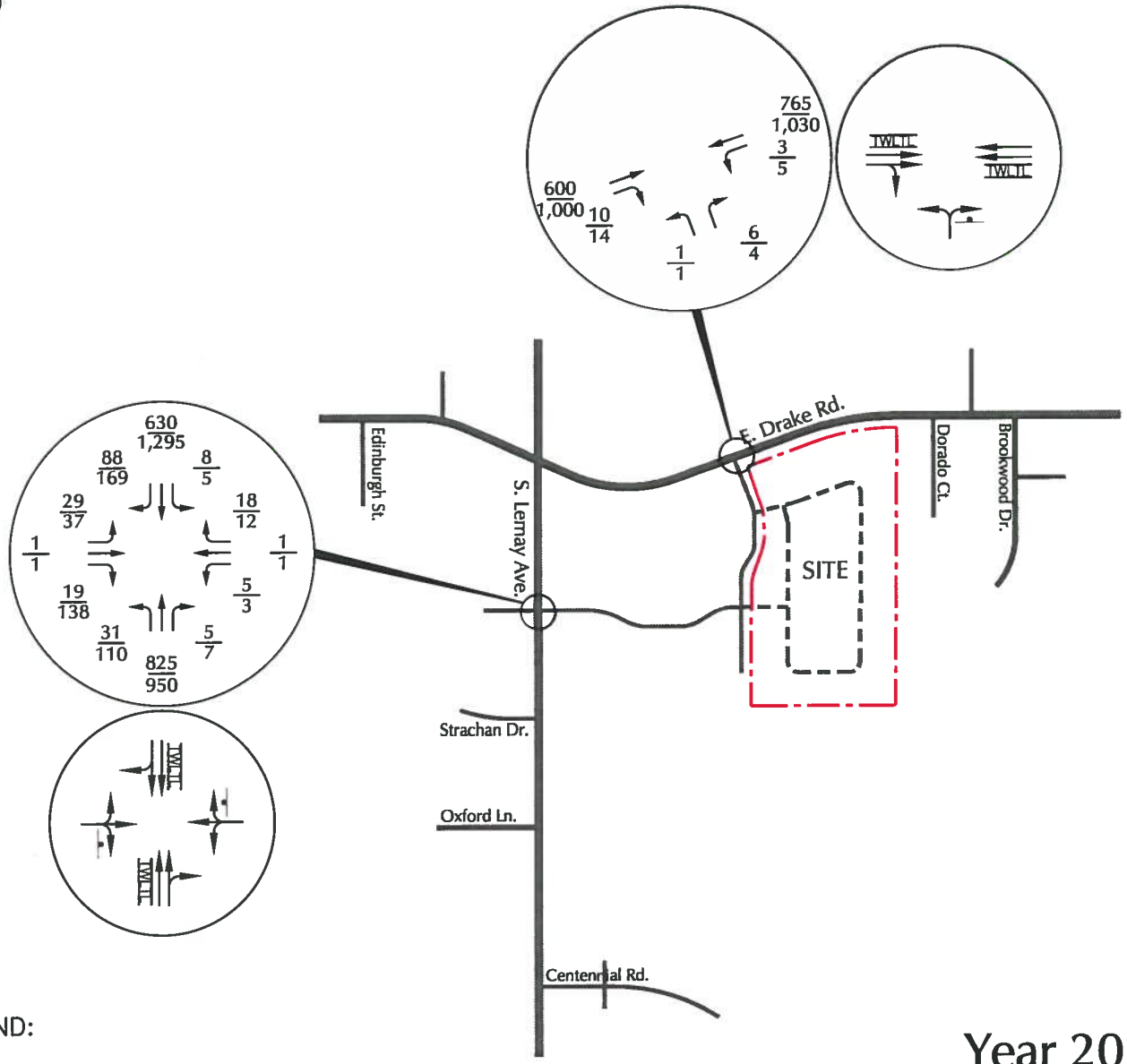
$\frac{26}{31}$ = AM Weekday Peak–Hour Traffic (vehicles per hour) / PM Weekday Peak–Hour Traffic (vehicles per hour)

35,000 = Average Weekday Traffic (vehicles per day)

Figure 6

Assignment of Site-Generated Traffic

Lakeview (LSC #130490)



N

Approximate Scale
Scale: 1"= 600'

LEGEND:

= Stop Sign

$\frac{26}{31}$ = AM Weekday Peak–Hour Traffic (vehicles per hour) / PM Weekday Peak–Hour Traffic (vehicles per hour)

Figure 7

Year 2014 Total Traffic, Lane Geometry and Traffic Control

Lakeview (LSC #130490)