

# Preliminary Design Review





**Development Review Guide – STEP 2 of 8**  
**PRELIMINARY DESIGN REVIEW:**  
**APPLICATION**

**General Information**

Preliminary design review is an opportunity for an applicant to discuss the requirements, standards, procedure, and potential modifications of standards or variances that may be necessary for a project and to generally consider the development proposal design which has been evaluated as a part of the conceptual review process. While the conceptual review process is a general consideration of the development proposal, a Preliminary Design Review considers the development proposal **in greater detail**. Problems of both a major and minor nature can be identified and solved during the preliminary design review before a formal application is made.

Preliminary design review applications **must be submitted to City Staff no later than 5 pm, two weeks prior to the Wednesday meeting date**. Application materials can be e-mailed to [currentplanning@fcgov.com](mailto:currentplanning@fcgov.com) or sent to/dropped off at 281 North College Avenue.

Representatives of Community Development and Neighborhood Services (Zoning, Environmental Planning, Current Planning, and Development Review Engineering), Light and Power, Stormwater, Water/Waste Water, Advance Planning (Long Range Planning and Transportation Planning), Historic Preservation and Poudre Fire Authority regularly attend preliminary design review meetings. Additionally, other public or quasi-public agencies which may be impacted by the development project are invited and encouraged to attend the preliminary design review. These agencies may include the gas utility, water and/or wastewater utility districts, ditch companies, railroads, cable television service providers and other similar agencies.

Upon receipt of a preliminary development proposal for review, and after review of such proposal with the applicant, the staff shall furnish the applicant with written comments and recommendations regarding such proposal in order to inform and assist the applicant prior to preparing components of the development application. The staff shall provide the applicant with a "critical issues" list, which will identify those critical issues that have surfaced in the preliminary design review as issues that must be resolved during the review process of the formal development application. To the extent that there is a misunderstanding or a misrepresentation of facts, the opinion of the staff may change during the course of development review.

|  |                               |
|--|-------------------------------|
| Section to be filled out by City Staff |                               |
| <b>Date of Meeting</b> _____           | <b>Project Planner</b> _____  |
| <b>Submittal Date</b> _____            | <b>Fee Paid (\$500)</b> _____ |

**\*BOLDED ITEMS ARE REQUIRED\*** \*The more info provided, the more detailed your comments from staff will be.\*

**Project Name** Poudre Garage

**Project Address** (parcel # if no address) 148 Remington Street

**Contact Name(s) and Role(s)** (Please identify whether Consultant or Owner, etc) Jason Kersley - Consultant

Business Name (if applicable) [au]workshop, llc

Applicant Mailing Address 405 Linden Street, Fort Collins, Co 80524

Phone Number 970.430.5220 E-mail Address jkersley@auworkshop.co

**Basic Description of Proposal** (a detailed narrative is also required) Mixed use project consisting of retail, office and residential

**Zoning** <sup>D (Downtown), TOD</sup> Old City Center sub-district **Proposed Use** Commercial / Residential **Existing Use** Office

Total Building Square Footage 13,700± S.F. Number of Stories 4 Lot Dimensions 70' x 100'

**Age of any Existing Structures** 79 Years - Built 1936

Info available on Larimer County's Website: <http://www.co.larimer.co.us/assessor/query/search.cfm>

**\*If any structures are 50+ years old, good quality, color photos of all sides of the structure are required.**

Increase in Impervious Area 2,370sf± S.F.  
 (Approximate amount of additional building, pavement, or etc. that will cover existing bare ground to be added to the site)

## Narrative

### Vision

The Land Use Code states: “The Downtown District is intended to provide a concentration of retail, civic, office and cultural uses in addition to complementary uses such as hotels, entertainment and housing.” “...intended to encourage a mix of activity in the area while providing for quality development that maintains a sense of history, human scale and pedestrian-oriented character.”

Poudre Garage is a mixed-use project composed of retail, office, and housing that will fill in the urban fabric of downtown Fort Collins at the corner of Remington and Oak streets. The new construction is intended to honor and compliment the existing historic structure on the site. Helping to complete the Oak street side of the corner lot.

### Background and Development Team

#### Developer:

Poudre Garage LLC. is the entity that will be pursuing the development of the lot just to the east of the intersection of Oak and Remington Streets. It currently owns and partially occupies, by a separate business, the attached building at 148 Remington Street, the former Forestry building.

Tricia Diehl is the contact person for Poudre Garage LLC.. She is acting as owner’s representative and can be reached at (970)-420-8937 or at [tricia@diehlmanagement.com](mailto:tricia@diehlmanagement.com).

#### Design Team:

[au]workshop | architects+urbanists, create quality, authentic architecture and catalytic urban, civic and commercial projects with a focus on projects that sustainably invigorate neighborhoods and cities. With active architecture and master planning projects throughout the western United States and Asia, architects Randy Shortridge and Jason Kersley founded the firm in 2013 after a combined 40 years of experience locally, nationally and internationally in a wide variety of typologies. Helping clients realize their visions, striving to add value by elegantly organizing uses, creating great places and developing cost conscious design strategies are the basis of [au]workshop’s mission. [au]workshop’s consultant team consists of local design and engineering consultants with a track record of similar projects.

#### Contractor:

To date a general contractor has not yet been selected.

### Concept

Poudre Garage will be a true mixed use building. The ground level of the existing historic building is to be redesigned for retail uses, facing and engaging Remington Street. The ground level of the addition provides further retail space alongside residential parking and storage. Providing approximately 3000sf of retail space. The second story of the existing building will remain as 950sf of commercial office space, while the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> story of the addition will be residential units.

The original Poudre Garage building was built in 1936 by the US Forest Service as a garage for the US Forest Service, and was occupied by the Forest Service until the mid 1990’s. It is now commercial office space. The historic building is primarily brick masonry on the exterior with a 1/4 basement and wood construction for the floor and roof structure and interior partitions.

Poudre Garage has been designated as a local landmark. The project has already been presented to the landmark preservation commission during the June 24, 2015 work session. Comments from the work session have been received and are in the process of being incorporated into the design.

### Urban Design and Landscape

It is our intention to create a strong example of quality development consistent to the Downtown District Guidelines. Described in the Land Use Code as “...intended to encourage a mix of activity in the area while providing for quality development that maintains a sense of history, human scale and pedestrian-oriented character.” The combination of the existing building and new addition will provide a continuous street edge along Remington and Oak Streets. Roll-up glass garage doors will replace the existing windows and recall the original garage character without replicating the original awkward design style (see historic photos). Enhancement of the pedestrian oriented character of the district includes new bike racks, landscape planters at the front entrance and replacing some of the existing hardscape along Oak Street with landscape planting consistent with the character of Oak Street on both sides of the block.

Opportunity for outdoor café style seating will be created at the corner of Remington and Oak.

There are currently two main entrances in the building, the original main entrance on Remington as well as an entrance along Oak. We propose to reorient the circulation so that there will be a single main entry on Remington serving the entire building and addition to give the historic façade renewed prominence.

The existing curb cut along Oak Street will remain at its current location, slightly enlarged, to allow for private residential parking. The new paving at the amended curb cut will be a permeable paving.

### Parking Strategy

Currently there are seven on street parking spaces (1 being a van accessible space) on Remington Street immediately to the west as well as non-conforming ad hoc parking in the open space to the east of the existing building. The plan is to replace the informal parking behind the building with enclosed private parking for residential use. The existing curb cut location on Oak Street will be used to access the residential parking on site. 6 units are planned and 4 first access parking spaces in the enclosed parking garage. Per TOD code 4.5 spaces are required. Area for parking is limited on site but the project is located in close proximity to an existing Oak/Remington Lot and the Old Town Parking Structure as well as Open Parking on street to the south and west. As part of the TOD and Downtown District we expect non-residential parking to be met by these offsite sources. We will propose use of various demand mitigation strategies or alternative compliance to meet parking requirements.

### Building Massing

The maximum allowable mass per the TOD zoning overlay district allows a building up to six stories with massing above the existing structure. The proposed design will be limited to four stories with no added enclosed massing on the existing structure. The mass of the addition at ground level is intended to respect the setbacks and heights of the existing building as well as the surrounding context buildings, filling in the 'missing tooth' along Oak Street. The second and third stories are further set back with the fourth being setback further. The existing structure has strong axial symmetry, the massing of the addition follows that existing symmetry to respect and compliment the historic building.

### Architectural Character and Image

The coupling of the historic structure with the new addition will contribute to the unique urban feel of the Downtown District. Some specific responses may include, but are not limited to:

- Symmetrical massing of the new addition that compliments the axial symmetry of the existing building.
- Use of large and yet well proportioned window apertures required by modern uses.
- Clearly expressed pedestrian entrances
- Articulated base, middle and top
- Articulated materials of the addition the are complimentary but differentiated from the historic structure and attempt to remain as background to the quality and character of the original detailing
- Recognition of the historic front entrance as the primary entrance for the building

### Site Utilities

A new utilities service yard will be located to the north of the new addition. The utility yard will be gated and screened from view from the street the existing structure and new addition.

### Service and Trash

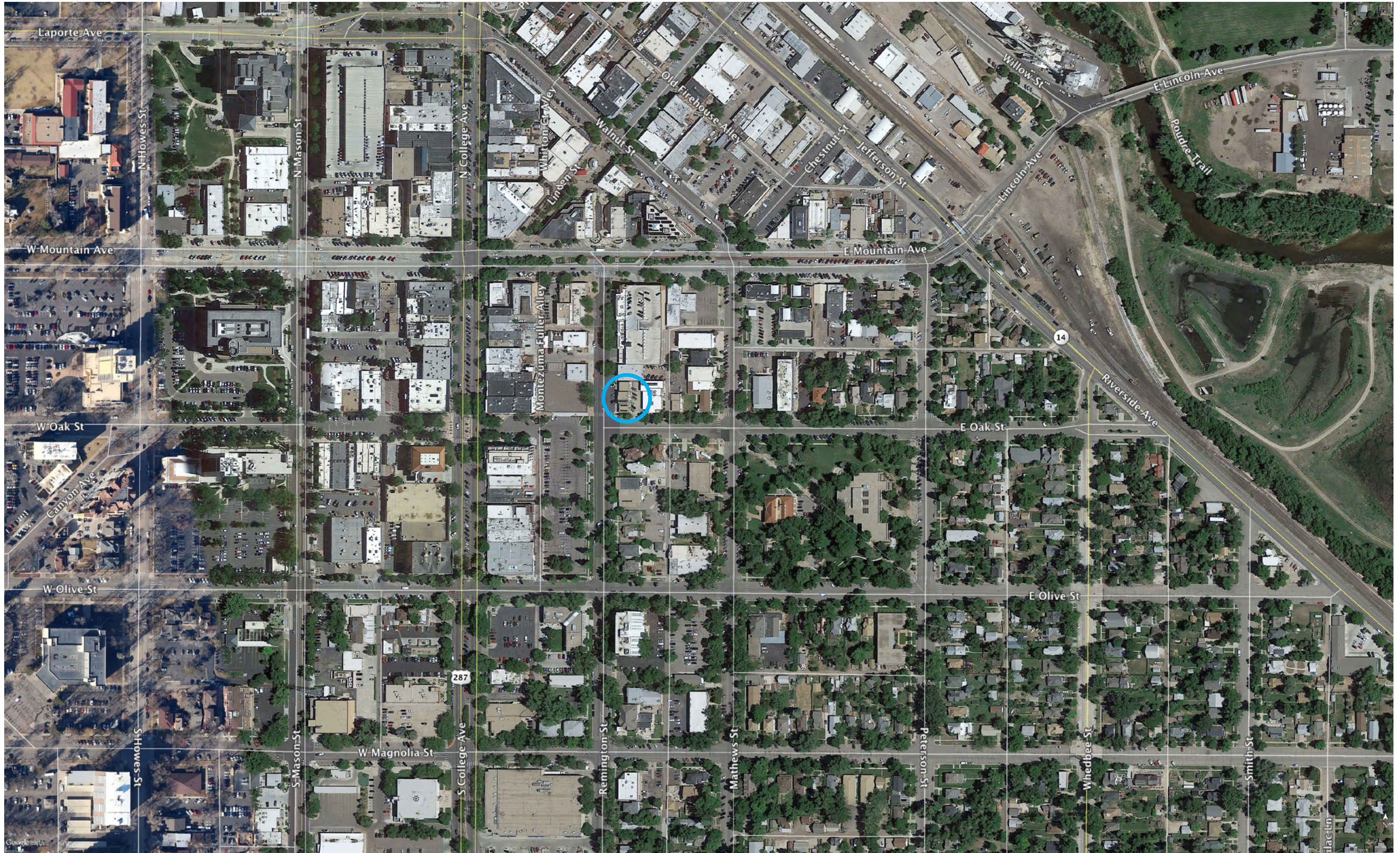
Service will be via the street frontages along Remington and Oak as is typical in the old town area when alleys are not present. Trash and recycling enclosures will be in the northeast portion of the site screened and gated from public view. Pickup access to the trash and recycling will be via the passage between the buildings at the north edge of the property.

### Site Grading and Drainage

The existing structure and hardscape coupled with the new addition will cover a substantial majority of the site. Currently the existing building surface drains to the open area behind the building. In addition to new permeable paving at the parking drive and replacing some existing hard paving with landscaped areas, a variety of water quality methods will be explored.

### Specific Questions:

1. Due the proximity of the Remington parking structure, the Remington and Oak city parking lot and adjacent on-street parking, please confirm or comment on the parking strategy.
2. The current front door of the building has a 7 inch step up from the curb. Our design proposes modifying a portion of the adjacent Remington sidewalk within the ROW with a 1:20 sloped area to create an accessible stoop. Please refer to the plans and comment.
3. Due to the narrow building area, the only way to achieve parking within city standards is to provide four spaces at the current curb cut. These spaces will also include tandem spaces which do not count per the current code. Please advise.
4. Emergency exiting at the rear of the building would require travel between two buildings at the north end of the site. Refer to site plan and comment.



Poudre Garage Mixed Use



Aerial view from south



Aerial view from west



Remington Street



Oak Street

Poudre Garage Mixed Use





Existing Building



Poudre Garage Mixed Use

ZONING DISTRICT: D (DOWNTOWN) Old City Center sub-district

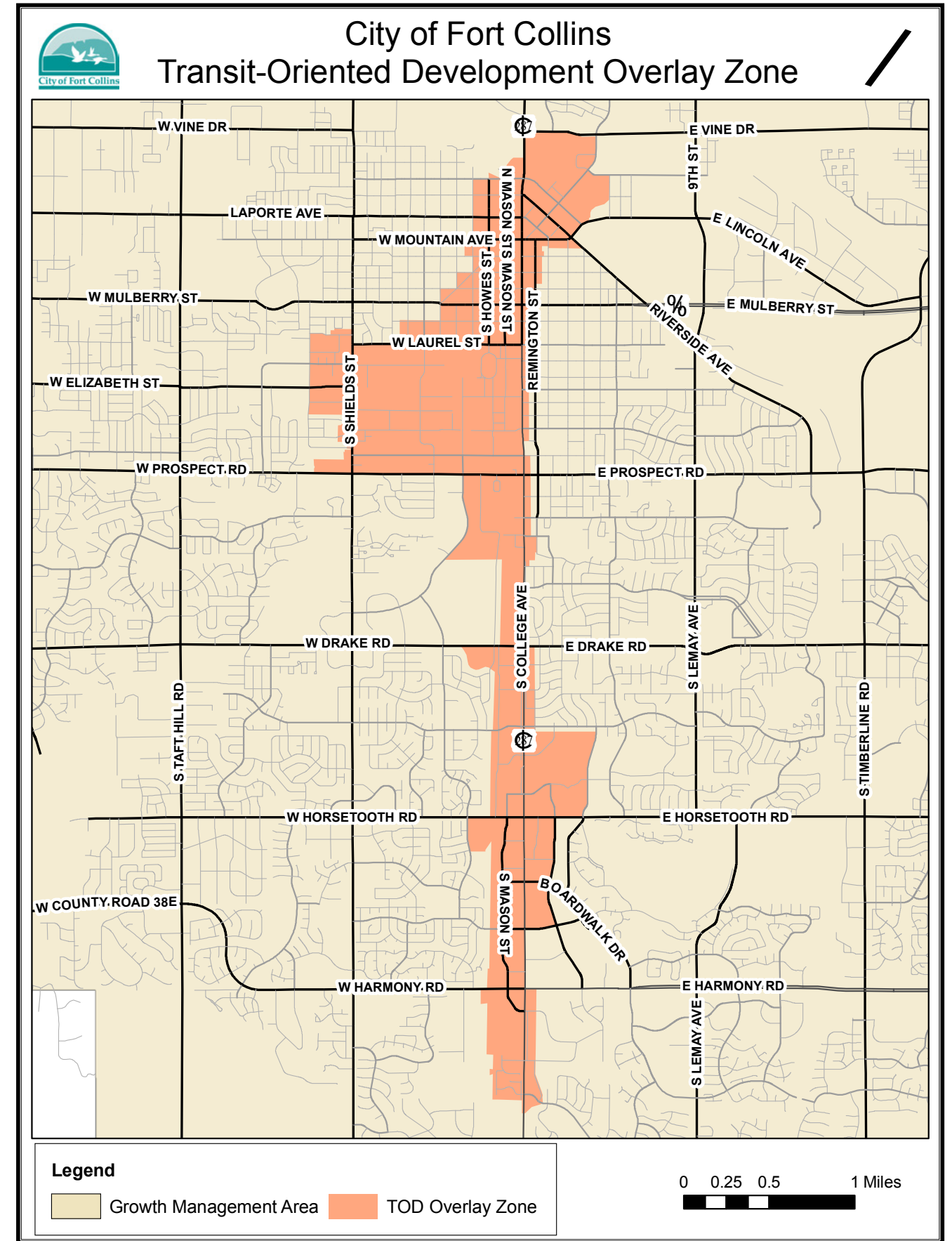
PROPOSED USES: MIXED-USE

HEIGHT LIMIT: FOUR STORIES with setback above third story

T.O.D. OVERLAY: ALLOWS ADDITIONAL TWO STORIES IN HEIGHT



Poudre Garage Mixed Use





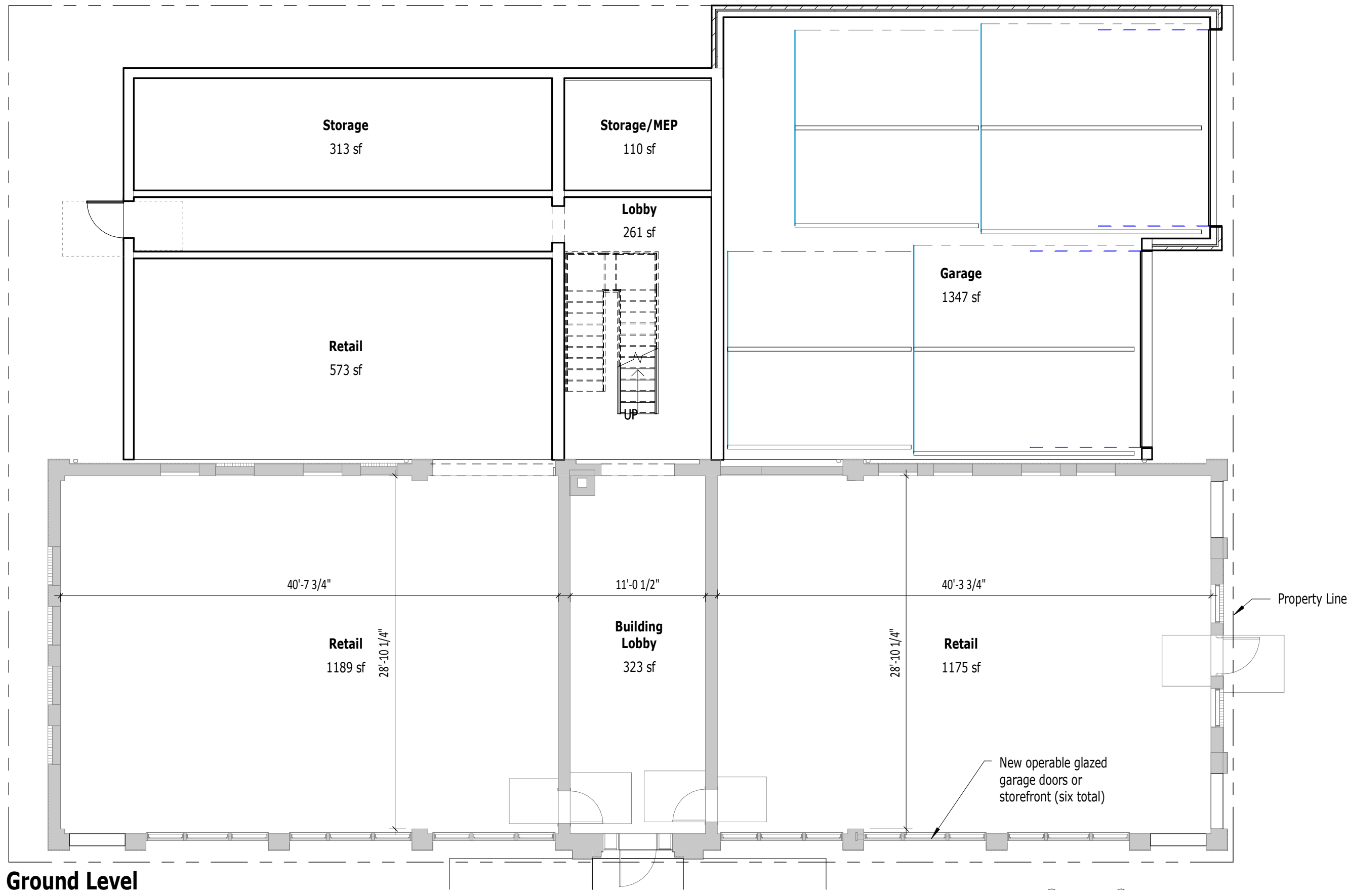
REMINGTON STREET

OAK STREET

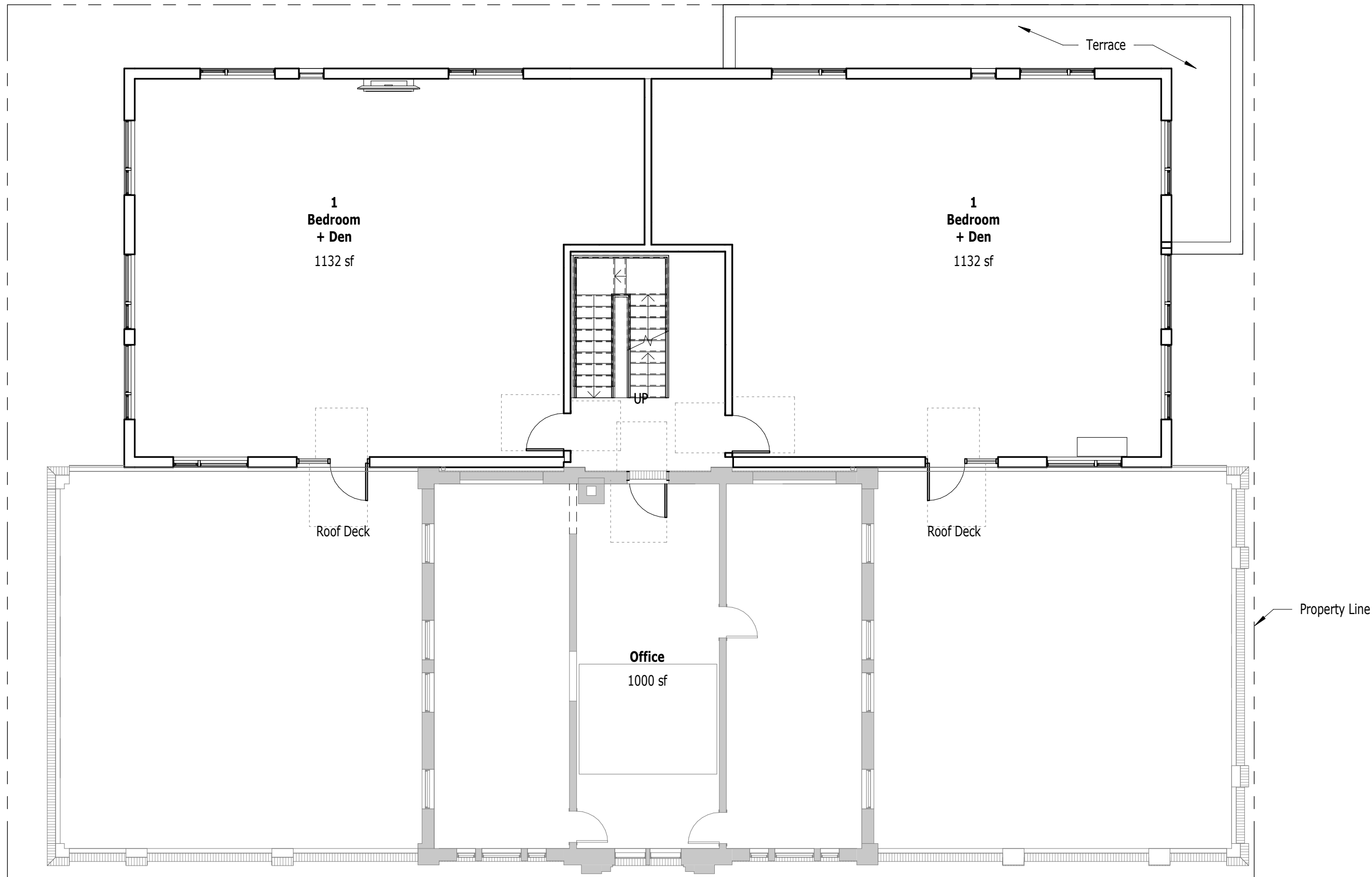


Site Plan

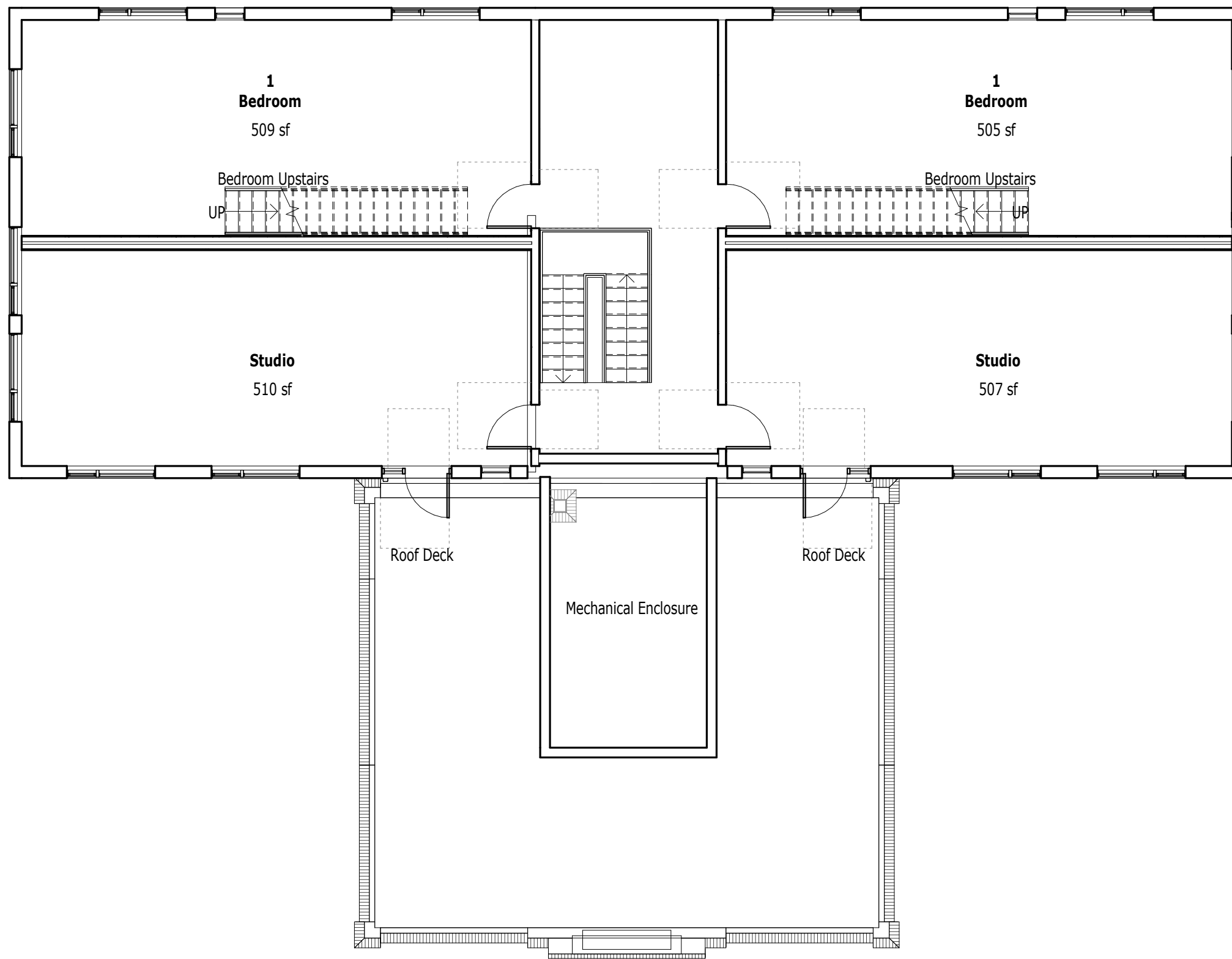
1/16" = 1'-0"



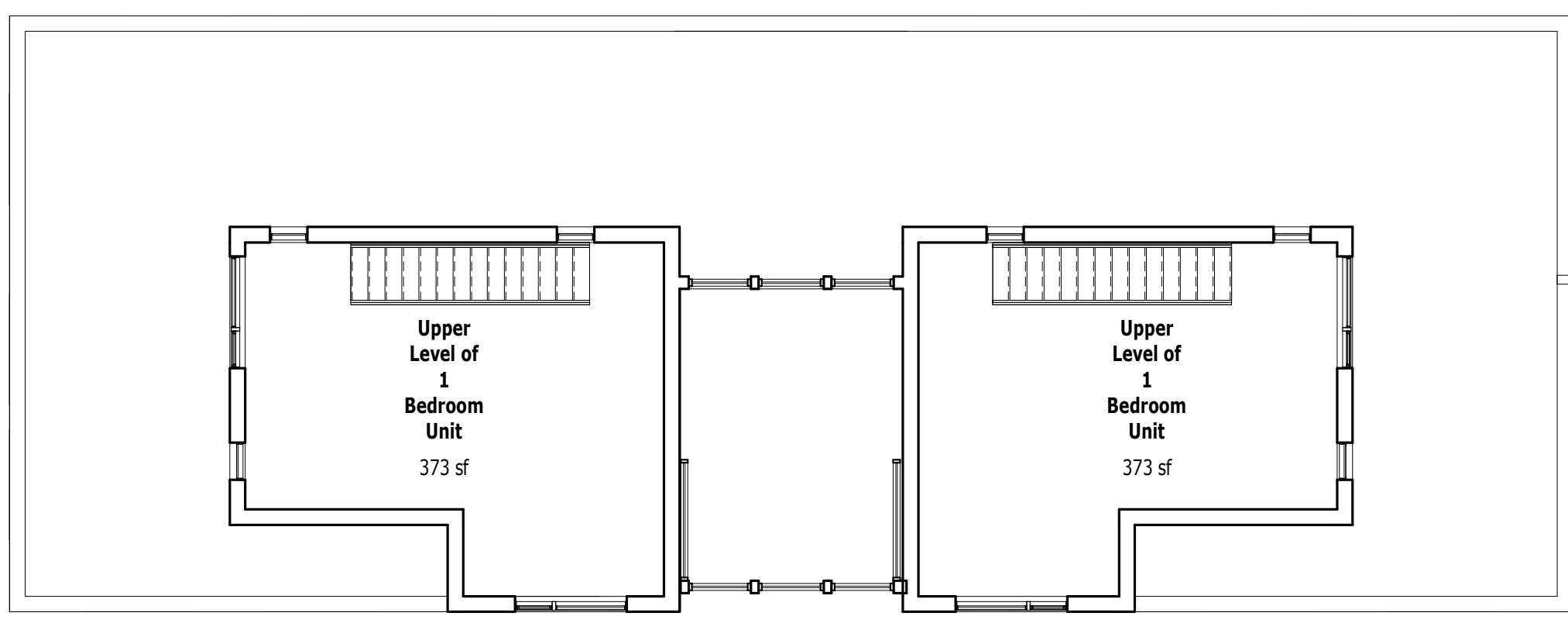
Ground Level  
1/8" = 1'-0"




Level 2  
1/8" = 1'-0"

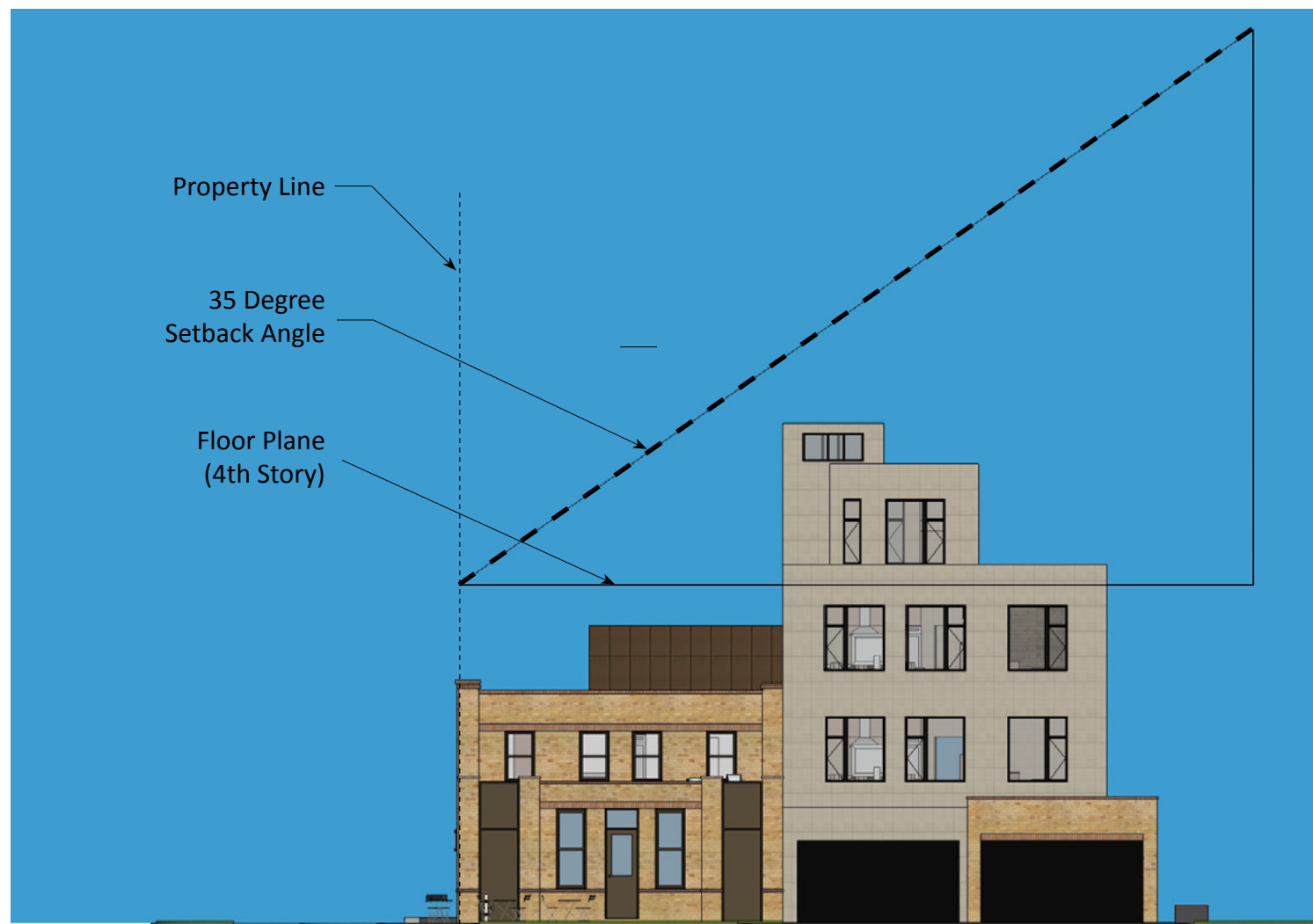


Level 3  
1/8" = 1'-0"



Property Line

 **Level 4**  
1/8" = 1'-0"



Oak Street Setback



Remington Street Setback





View From Southwest



View From Southeast



View From Northeast



View From Northwest