



ITEM NO \_\_\_\_\_

HEARING DATE September 4, 2014

STAFF Seth Lorson

## REMANDED ADMINISTRATIVE HEARING

### MEMORANDUM

**PROJECT:** The Summit on College Parking Structure FDP #130056

**APPLICANT:** Walker May  
Capstone Development Corp.  
431 Office Park Drive  
Birmingham, AL 35223

**OWNER:** Fort Collins Associates, L.P.  
431 Office Park Drive  
Birmingham, AL 35223

#### BACKGROUND:

The proposed parking structure was reviewed at an administrative hearing on March 3, 2014 and the Hearing Officer issued a decision of approval on March 19, 2014. The decision was appealed to City Council by three appellants. At the appeal hearing on May 20, 2014, Council provided feedback regarding interpretation of the Land Use Code and remanded the project back to the Hearing Officer. Council determined that the Hearing Officer failed to properly interpret Section 3.4.1(I)(2) with regard to impacts on the Spring Creek viewshed, and Section 3.5.1(J) with regard to the number of off-street parking spaces required. Council remanded the decision to the Hearing Officer to consider the possible reduction of the parking structure in terms of number of parking spaces and its height and mass. For more information, attached to this memo are the video of the May 20 appeal hearing and the appeal resolution (2014-063).

The applicant is requesting approval of the original submittal (Attachment 5) which City Council has determined does not meet the standards in the Land Use Code. This memo addresses only the additional information submitted in response to City Council's direction. Staff recommends approval of the Summit Parking Structure as amended by the above-mentioned additional information with conditions outlined in the "recommendation" section of this memo.

## **PROJECT DESCRIPTION:**

In response to the direction from City Council, the applicant provided additional information for consideration at the remand hearing. The additional information removes one story from the parking structure consisting of 345 parking spaces reduced from 440 parking spaces. It is proposed to be built over the top of the existing surface parking lot resulting in a net gain of 251 spaces over existing conditions. The parking structure consists of 3 levels, reduced from 4 levels, including parking on the roof, for an overall height of 2 ½ stories. Additional vertical vegetation has been proposed at the south aspect of the parking garage to help screen and soften visual impacts on the Spring Creek viewshed.

The site is located just west of the intersection of South College Avenue and Stuart Street, where Stuart Street dead ends into the railroad tracks and the future MAX Bus Rapid Transit line. The lot is zoned General Commercial (C-G) and is also within the Transit-Oriented Development (TOD) Overlay Zone. The proposal is processed as a Major Amendment to the approved Choice Center (The Summit on College) Project Development Plan and is subject to review by an Administrative Hearing Officer at a public hearing.

The project is requesting a Modification of Standard for a drive aisle width of 15 feet instead of the required 20 feet.

## **LAND USE CODE – REVIEW OF ADDITIONAL INFORMATION:**

### Section 3.4.1(I):

**(2) Visual Character of Natural Features.** *Projects shall be designed to minimize the degradation of the visual character of affected natural features within the site and to minimize the obstruction of scenic views to and from the natural features within the site.*

The above section requires that projects minimize impacts to the visual character of the natural habitat (in this case, Spring Creek) and to minimize obstruction of any scenic views both to and from the natural features within the site. City Council found that the Hearing Officer should consider "...the impact of the major amendment on Spring Creek viewsheds..."

The amended proposal minimizes the obstruction of any scenic views from Spring Creek by reducing the mass of the parking garage from 3 1/2 to 2 1/2 stories along the south elevation. In addition to reducing the mass of the parking garage, the applicants have provided additional vegetative screening along the south wall to soften the appearance of the garage. As with the original proposal, the project proposes to install a multi-structured vegetation buffer that includes 104 trees and shrubs and a native grass seed mix. Finally, the applicant will provide a fee-in-lieu payment to the City of Fort Collins to enhance the planned restoration of Spring Creek, anticipated within the next two years. Renderings have been provided to compare the existing viewshed to the proposed viewshed from Spring Creek (see Attachment 1).

Section 3.5.1:

*(J) **Operational/Physical Compatibility Standards.** Conditions may be imposed upon the approval of development applications to ensure that new development will be compatible with existing neighborhoods and uses. Such conditions may include, but need not be limited to, restrictions on:*

- (1) hours of operation and deliveries;*
- (2) location on a site of activities that generate potential adverse impacts on adjacent uses such as noise and glare;*
- (3) placement of trash receptacles;*
- (4) location of loading and delivery zones;*
- (5) light intensity and hours of full illumination;*
- (6) placement and illumination of outdoor vending machines;*
- (7) location and number of off-street parking spaces.*

The above section allows restrictions to be placed on the “location and number of off-street parking spaces”. City Council found that the Hearing Officer should consider “the reduction of the number of parking spaces in the structure to a number closer to the minimum parking requirements as established...for multi-family development in the Transit-Oriented Development (TOD) Overlay Zone...” (Resolution 2014-063) The referenced parking requirement (Section 3.2.2(K)(1)(a)(1)) requires a minimum of 358 parking spaces for the 665 bedrooms in 220 units in the Summit on College development. The additional information submitted proposes a total of 442 parking spaces which is a 17.4% reduction from the original proposal of 535 parking spaces.

Summit Parking Analysis							
665 Total Bedrooms In 220 units	Existing Parking	Required Outside TOD	(required spaces per unit)	Required Within TOD	(required spaces per unit)	Proposed Parking March 3, 2014	Additional Information September 4, 2014
18 1-Bd Units		27	1.5	19.8	1.1		
54 2-Bd Units		94.5	1.75	64.8	1.2		
53 3-Bd Units		106	2	74.2	1.4		
95 4-Bd Units		285	3	199.5	2.1		
Total Spaces	<b>185</b>	<b>513</b>		<b>358</b>		<b>535</b>	<b>442</b>
% of Bds to Spaces	<b>27.8%</b>	<b>77.1%</b>		<b>53.9%</b>		<b>80.5%</b>	<b>66.50%</b>

## FINDINGS OF FACT AND CONCLUSION:

In evaluating the request for The Summit on College Parking Structure FDP #130056, as revised with the additional information provided in response to City Council direction, staff makes the following finding of fact and conclusions:

- A. The request for a modification of standard to permit a reduction in the drive aisle width (Sec. 3.2.2(L)) is not detrimental to the public good and will promote the general purpose of the standard for which the modification is requested equally well or better than would a plan which compiles with said standard because the drive aisle width as proposed is considered wide enough to garner a Level Of Service B by national standards.
- B. The Major Amendment contains permitted uses and complies with the applicable land development standards of the General Commercial District in Article 4, Division 4.21 of the Land Use Code.



- C. The Major Amendment complies with the applicable General Development Standards of Article 3 of the Land Use Code with the exception of the requested modification of standard.
- D. The Major Amendment complies with the applicable procedural and administrative requirements of Article 2 of the Land Use Code.

**RECOMMENDATION:**

Staff recommends approval of The Summit on College Parking Structure FDP #130056, as revised with the additional information provided in response to City Council direction, with the following conditions of approval:

1. The Capstone property is partially located within the FEMA-regulated Spring Creek 100-year high risk floodplain and floodway. The project shall comply with all applicable sections of Chapter 10 of the Fort Collins Municipal Code (Ch. 10 Code).
2. Capstone and its consultants and subconsultants shall execute all components of the action plan for amendment of the Floodplain Use Permit (FPUP) #11048 as outlined in the memorandum from Walker P. May on February 14, 2014. Specifically, all of the 5 bulleted items included in said memo shall be completed and approved prior to the issuance of a FPUP for any site work or building construction.
3. An approved FPUP and no-rise certification must precede any site work, building construction, or building or grading permits. No development work, as defined in Section 10-16 of the Ch. 10 Code, shall commence until the FPUP and no-rise certification are approved by City of Fort Collins Floodplain Administration. The FPUP and no-rise documentation must clearly document compliance with the Floodproofing or venting requirements of Ch. 10 Code if elevation requirements of Section 10-37 cannot be satisfied. Capstone and its consultants and subconsultants shall complete all applicable items included in the City of Fort Collins Floodproofing Guidelines, provided previously by e-mail exchange and available online at [http://www.fcgov.com/utilities/img/site\\_specific/uploads/fp-floodproofing.pdf](http://www.fcgov.com/utilities/img/site_specific/uploads/fp-floodproofing.pdf).
4. A pre-construction FEMA Elevation Certificate shall be provided as part of the no-rise certification materials, and must be approved prior to obtaining any grading or building permits.

5. All no-rise certifications shall be re-certified by the professional engineer of record prior to obtaining a certificate of occupancy on the site. The no-rise re-certification shall include a FEMA Elevation Certificate of as-built conditions, and a certificate of occupancy shall not be issued until the as-built Elevation Certificate is approved by City of Fort Collins Floodplain Administration.

**ATTACHMENTS:**

1. Additional information
2. Additional information provided by Applicant
3. Appeal Resolution 2014-063
4. Video of appeal hearing, May 20, 2014 (DVD)
5. Staff report and attachments, March 5, 2014

FORT COLLINS ASSOCIATES, L.P.

SUMMIT PARKING GARAGE - SITE PLAN

FORT COLLINS, CO

City Of Fort Collins, County Of Larimer, State Of Colorado

CHOICE CENTER SECOND FILING

PROJECT ADDRESS:  
1653 S. College Avenue through 1807 S. College Avenue, Fort Collins, CO 80525

AUG 2014

Property Description

CHOICE CENTER SECOND FILING LEGAL DESCRIPTION:

A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOT 1 OF CHOICE CENTER, RECORDED AT RECEPTION NO. 20110065030;

ALSO DESCRIBED AS:

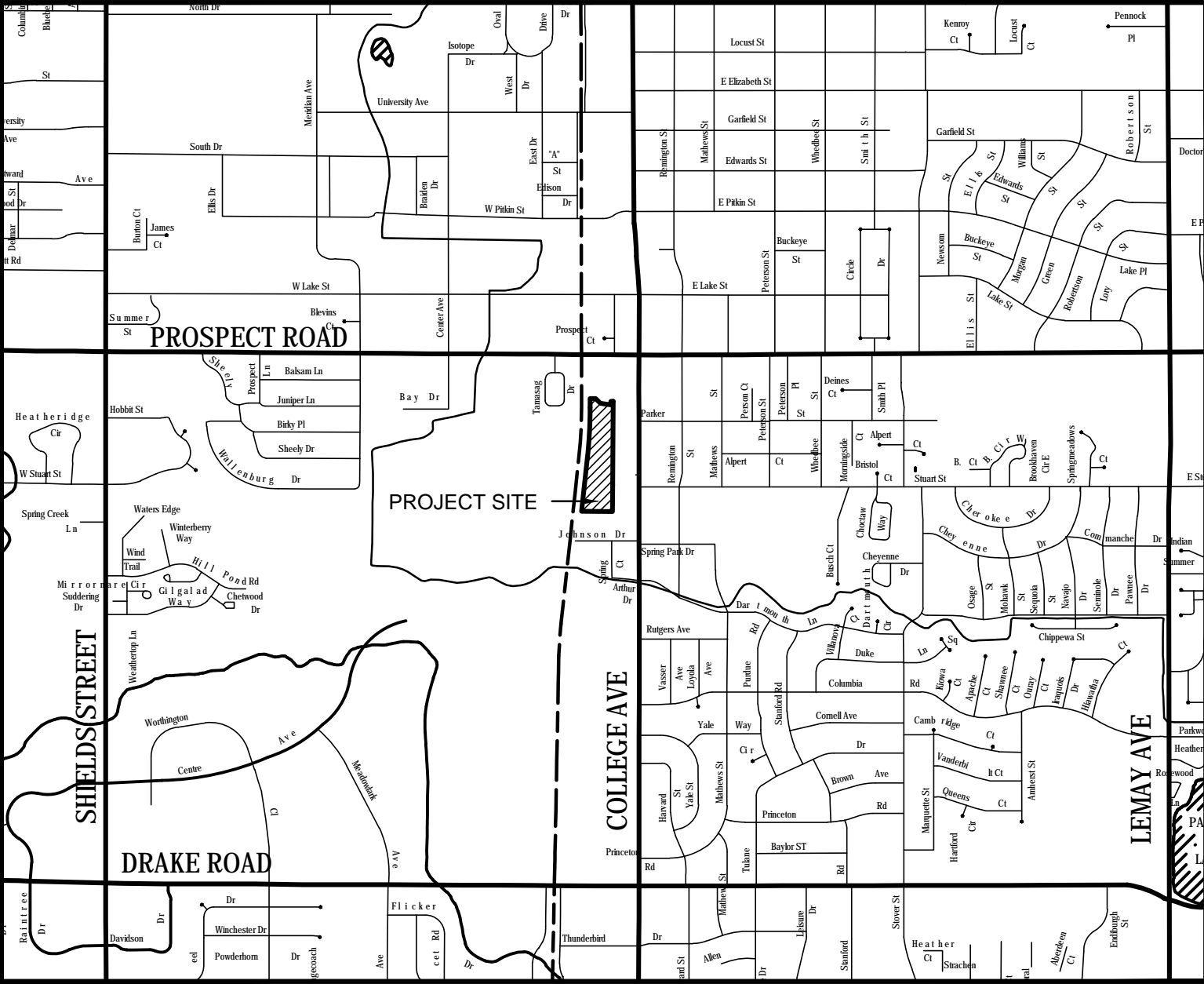
BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 1 OF CHOICE CENTER;

THENCE THE FOLLOWING SIX COURSES ALONG THE PERIMETER OF SAID LOT 1:

1. NORTH 89°40'38" EAST A DISTANCE OF 55.15 FEET;
2. SOUTH 45°27'16" EAST A DISTANCE OF 67.77 FEET;
3. SOUTH 81°48'40" EAST A DISTANCE OF 104.13 FEET;
4. NORTH 01°11'13" EAST A DISTANCE OF 35.13 FEET;
5. SOUTH 89°38'48" EAST A DISTANCE OF 35.26 FEET;
6. SOUTH 00°07'07" EAST A DISTANCE OF 802.38 FEET;
7. SOUTH 89°53'58" WEST A DISTANCE OF 18.92 FEET;
8. SOUTH 00°23'51" WEST A DISTANCE OF 294.31 FEET;
9. NORTH 89°36'51" WEST A DISTANCE OF 307.51 FEET;
10. NORTH 06°12'38" EAST A DISTANCE OF 532.67 FEET TO A POINT OF CURVATURE;
11. 503.62 FEET ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 4573.35 FEET, THROUGH A CENTRAL ANGLE OF 6°18'34", AS SUBTENDED BY A CHORD BEARING NORTH 03°03'21" EAST A DISTANCE OF 503.37 FEET;
12. NORTH 00°05'56" WEST A DISTANCE OF 89.61 FEET TO THE POINT OF BEGINNING;

THE ABOVE TRACT CONTAINS 293,657 SQUARE FEET OR 6.741 ACRES, MORE OR LESS.

Vicinity Map



SCALE 1"=1500'

Signatures and Approvals

Approved this \_\_\_\_ day of \_\_\_\_\_, 20\_\_ by the Current Planning  
Director of the City of Fort Collins, Colorado.

\_\_\_\_\_  
Current Planning Director

OWNER:

**Fort Collins Associates, L.P.**, being all the lawful recorded owners of the Spring Court Subdivision on this Project Development Plan, except any existing public streets, roads, or highways, do hereby certify that I/we accept the conditions and restrictions set forth on said plan and in the conditions of approval by the City of Fort Collins, dated\_\_\_\_\_, and that I/we consent to the recordation of any information pertaining thereto.

BY: \_\_\_\_\_ DATE: \_\_\_\_\_.

STATE OF COLORADO )  
 )ss.  
COUNTY OF LARIMER )

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

by \_\_\_\_\_ as \_\_\_\_\_ of \_\_\_\_\_.

Witness my hand and official seal.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

Project Benchmark

PRIMARY BENCHMARK: C-322, MARKED "C-322 RESET 1959" LOCATED IN THE NORTHWEST WINGWALL OF THE BRIDGE FOR COLLEGE AVENUE OVER SPRING CREEK; ELEVATION: 4986.22 FEET, CITY OF FORT COLLINS DATUM (NGVD 1929 - UNADJUSTED).

SECONDARY BENCHMARK: 28-92, WATER VALVE PIT LOCATED AT THE SOUTHWEST CORNER OF WEST PROSPECT ROAD AND CENTRE AVENUE; ELEVATION: 5007.48 FEET, CITY OF FORT COLLINS DATUM (NGVD 1929 - UNADJUSTED)

Project Contacts

Landscape Architect

TST Inc. Consulting Engineers  
760 Whalers Way, Bld C, Suite 200  
Fort Collins CO, 80525  
PH: (970)-226-0557  
FAX: (970) 226-0204

Civil Engineer

JVA, Incorporated  
1319 Spruce Street  
Boulder, CO 80302  
PH: (970) 225-9099  
FAX: (303) 444-1957

Surveyor

NV5 - Nolte Vertical Five  
8000 S. Chester Street, Suite 200  
Centennial, CO 80112  
PH: (303) 220-6400  
FAX: (303) 220-9001

Traffic Engineer

ELB Engineering, LLC  
5401 Taylor Lane  
Fort Collins, CO 80528  
PH: (970) 988-7551  
FAX: (970) 225-8942

Applicant and Owner/Developer

Fort Collins Associates LP  
431 Office Park Drive  
Birmingham, AL 35223  
PH: (205) 414-6400  
FAX: (205) 414-6405

Index to Drawings

SHEET NUMBER AND NAME

- 1 - COVER
- 2 - OVERVIEW
- 3 - SITE PLAN

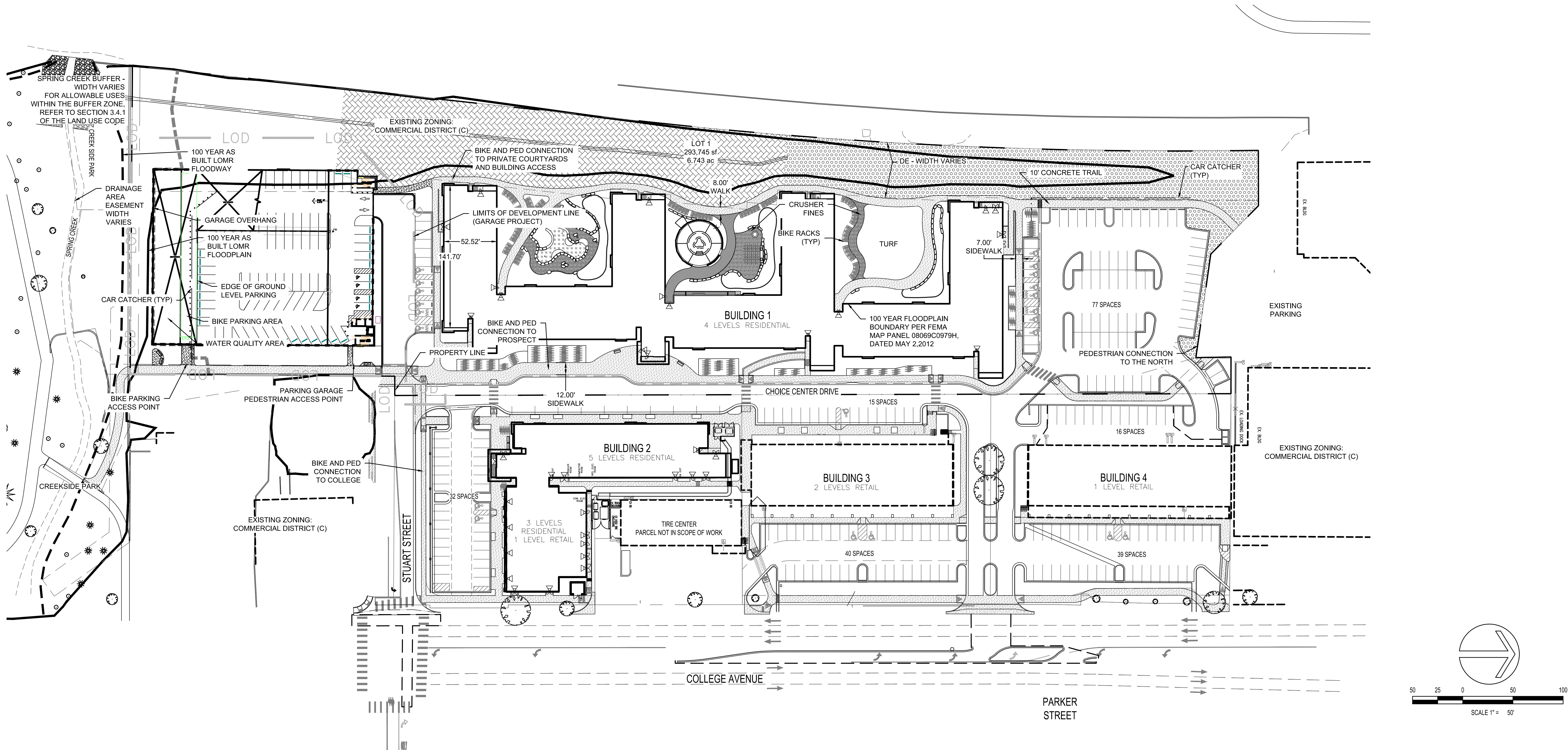
FORT COLLINS, CO

PROJECT NAME: SUMMIT PARKING GARAGE  
JSD PROJECT NUMBER: 1210.0001.00  
DATE: AUG 2014  
SHEET: 1 OF 3

CALL BEFORE YOU DIG  
CALL UTILITY NOTIFICATION  
CENTER OF COLORADO  
1-800-922-1987  
or 8-1-1  
CALL 2-BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE OR EXCAVATE FOR  
THE MARKING OF UNDERGROUND MEMBER  
UTILITIES.

**TST**  
TST, INC.  
CONSULTING ENGINEERS  
760 Whalers Way  
Building C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204





PARKING CALCULATIONS	EXISTING	PROPOSED
SOUTH PARKING LOT	103	351
NORTH PARKING LOT	68	68
HANDICAP SPACES	14	18
SUB-TOTAL	185	437

BIKE PARKING	EXISTING EXTERIOR	PROPOSED EXTERIOR	PROPOSED ENCLOSED	IN ROOM STANDS AVAILABLE	TOTAL
LOT 1					
REQUIRED AT TIME OF FPD (10% OF TOTAL AUTO SPACES)	19				
PROVIDED	360				
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR)		198	295		493
PROVIDED		408	132	125	665
ENTIRE PROJECT (LOTS 1 AND 2)					
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR)		266	399		665
PROVIDED		438	102	125	665

LOT AREA TABLE	ACRES	SQUARE FEET
ITEM		
GROSS AREA	6.743	293,745

BUILDING TABLE	SQUARE FEET
LOT 1 - EXISTING - NO CHANGES WITH MAJOR AMENDMENT	
BUILDING 1 - FLOOR AREA (4 STORIES)	
RESIDENTIAL BUILDING	200,120
TOTAL FLOOR AREA	200,120
TOTAL LOT AREA	293,745
ESTIMATED FLOOR AREA RATIO	0.68

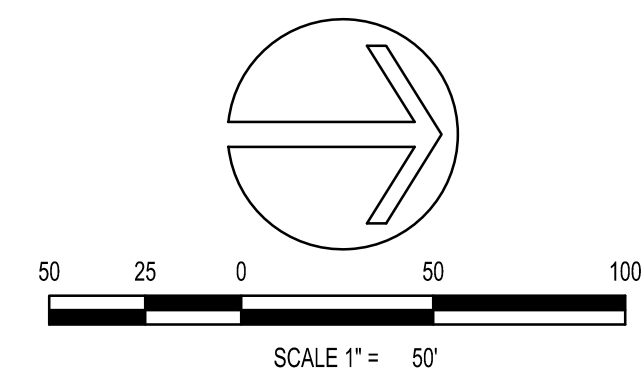
*Floor area* shall mean the gross floor area of a building as measured along the outside walls of the building and including each floor level, but not including open balconies, the first seven hundred twenty (720) square feet of garages or other enclosed automobile parking areas, basements and one-half (1/2) of all storage and display areas for hard goods.

*Floor Area Ratio (FAR)* shall mean the amount of gross floor area of all principal buildings on a lot or block, as the case may be, divided by the total area of such lot, or the block size, respectively, on which such buildings are located. For mixed-use blocks, the residential square footage shall be added to the commercial development for a total block FAR.

LOT COVERAGE	ACREAGE	SQUARE FEET	PERCENT
LOT 1			
RESIDENTIAL BUILDING 1	1.14	49,788	17%
DRIVEWAYS AND PARKING	1.87	81,296	28%
OPEN SPACE/LANDSCAPED AREA/WALKS	3.73	162,661	55%
TOTAL	6.74	293,745	100%

RESIDENTIAL DWELLING UNIT TABLE	UNITS	BEDS
LOT 1 EXISTING - NO CHANGES WITH MAJOR AMENDMENT		
BUILDING 1 - RESIDENTIAL		
BUILDING HEIGHT = 4 STORIES		
1 Bedroom / 1 Bath Units	18	18
2 Bedroom / 2 Bath Units	44	88
3 Bedroom / 3 Bath Units	32	96
4 Bedroom / 4 Bath Units	68	272
4 Bedroom / 3 Bath Units	3	12
SUB-TOTAL	165	486

DENSITY CALCULATIONS	NET
	24.47



SUMMIT PARKING GARAGE

SITE PLAN  
OVERVIEW

TST

TST, INC.  
CONSULTING ENGINEERS  
760 Whalers Way  
Building C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204

JOB NO. 1210.0001.00

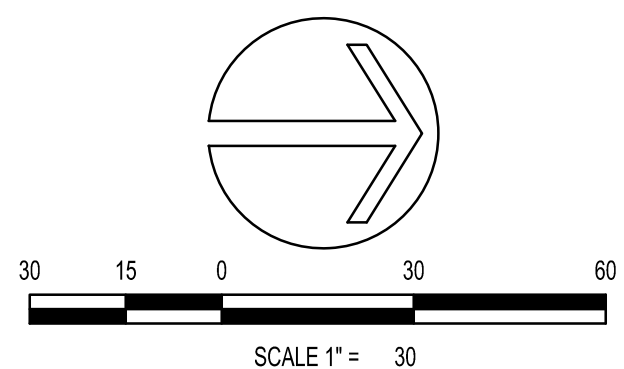
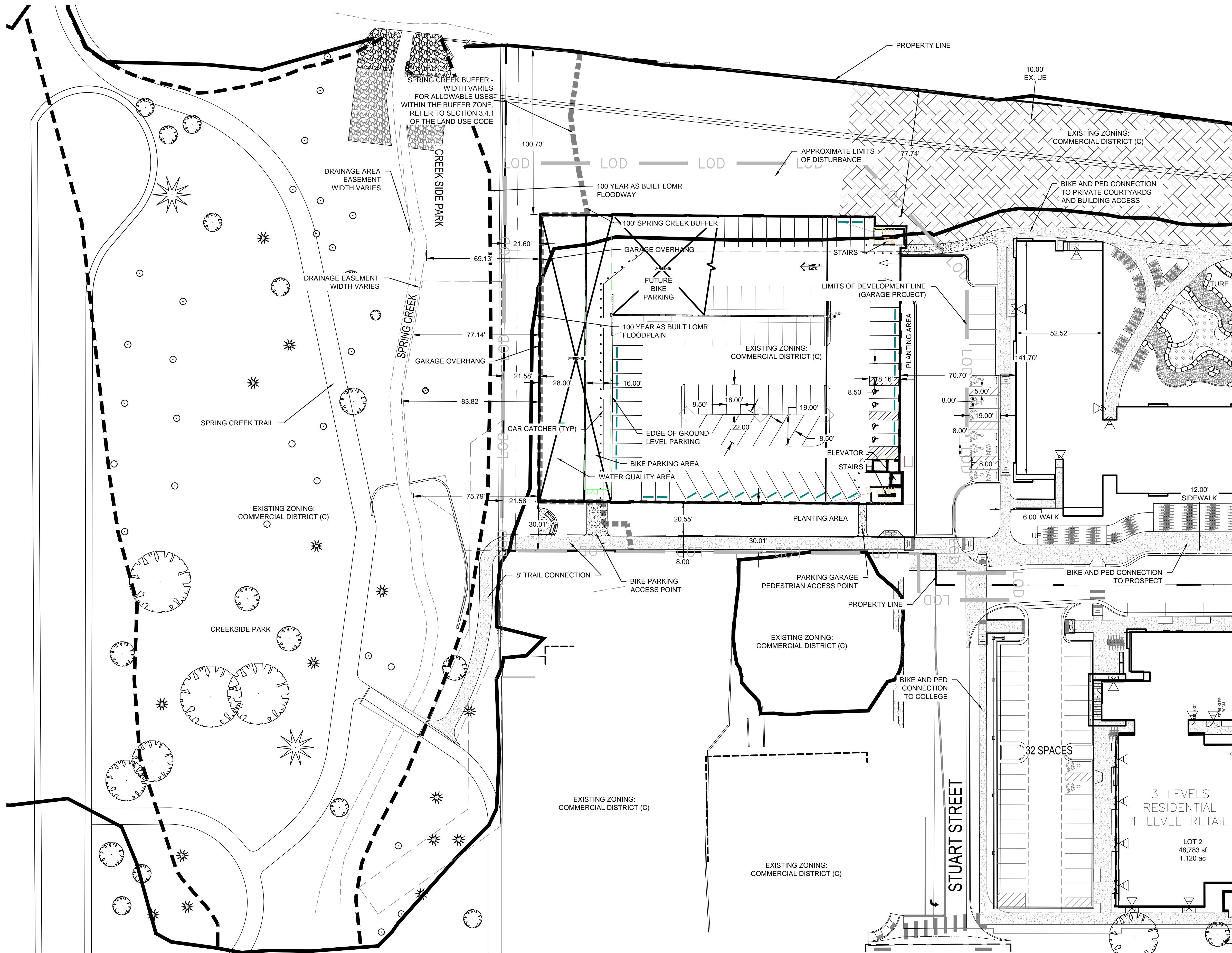
SCALE 1"=XX'

DATE AUG 2014

SHEET

2 of 3





REVISIONS		DESCRIPTION
BY	DATE	

DRAWN	BW
CHECKED	BW
DESIGNED	BW
FILENAME	Summit garage SP

# SUMMIT PARKING GARAGE

## SITE PLAN

## SITE PLAN

**TST**  
**TST, INC.**  
 CONSULTING ENGINEERS  
 760 Whalers Way  
 Building C, Suite 200  
 Fort Collins, Colorado  
 Phone: 970.226.0557  
 Fax: 970.226.0204

JOB NO.  
1210.0001.00

SCALE  
1"=XX'

DATE  
AUG 2014

SHEET  
3 of 3



FORT COLLINS ASSOCIATES, L.P.

SUMMIT PARKING GARAGE - LANDSCAPE PLAN

FORT COLLINS, CO

City Of Fort Collins, County Of Larimer, State Of Colorado

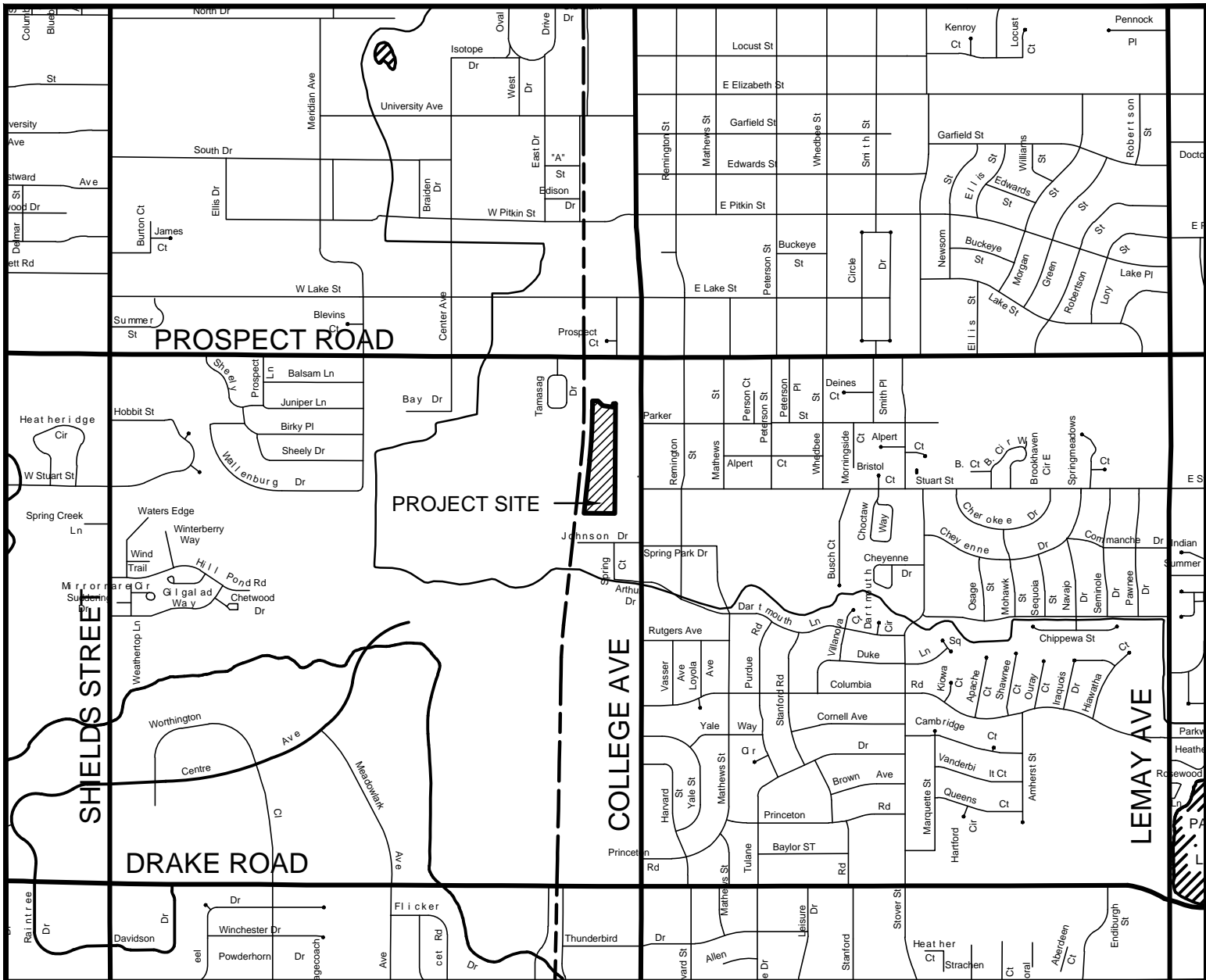
CHOICE CENTER SECOND FILING

PROJECT ADDRESS:

1653 S. College Avenue through 1807 S. College Avenue, Fort Collins, CO 80525

AUG 2014

Vicinity Map

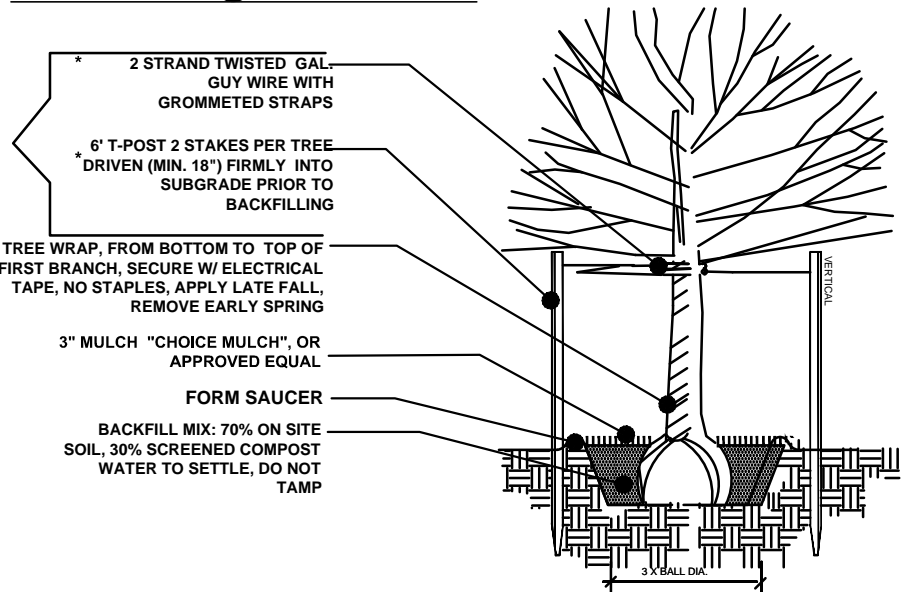


SCALE 1"=1500'

PLANT NOTES

- ALL PLANT MATERIALS SHALL BE IN ACCORDANCE WITH AAN SPECIFICATIONS FOR #1 GRADE
- ALL TREES TO MEET CITY OF FORT COLLINS LAND USE CODE STANDARDS FOR SIZE.
- CONTRACTOR SHALL MAINTAIN ALL LANDSCAPING DURING CONSTRUCTION AND FOR A PERIOD OF 1 MONTH FOLLOWING SUBSTANTIAL COMPLETION A ONE YEAR WARRANTY FOR ALL PLANT MATERIAL SHALL BE PROVIDED. ESTABLISHMENT AND MAINTENANCE OF ALL GRASSES AND FLOOD CONTROL MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNTIL SIGNED OFF BY THE CITY OF FORT COLLINS EROSION AND FLOODPLAIN ADMINISTRATOR.
- CONTRACTOR TO MINIMIZE ALL DISTURBANCE TO NON-IMPACTED AREAS. ALL DISTURBED AREAS NOT RECEIVING TURF SHALL BE RESEEDED WITH THE NATIVE PRAIRIE SEED MIX SPECIFIED ON THIS SHEET.
- MINOR CHANGES IN SPECIES AND PLANT LOCATIONS MAY BE MADE DURING CONSTRUCTION AS REQUIRED BY SITE CONDITIONS WITH APPROVAL OF OWNER'S REPRESENTATIVE. OVERALL QUANTITY AND QUALITY TO BE CONSISTENT WITH APPROVED PLANS.
- THE IRRIGATION SYSTEM FOR LANDSCAPED AREAS SHALL BE REVIEWED AND APPROVED BY THE CITY OF FORT COLLINS WATER UTILITIES. IRRIGATION PLANS TO BE REVIEWED AS PART OF THE CONSTRUCTION PERMIT REVIEW PROCESS. THE IRRIGATION SYSTEM MUST BE INSTALLED ACCORDING TO APPROVED PLANS, OR AN ACCEPTABLE FINANCIAL SECURITY DEPOSITED WITH THE CITY PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- ALL TURF AREAS SHALL BE IRRIGATED WITH AN AUTOMATED, POP-UP IRRIGATION SYSTEM. ALL SHRUB BEDS TO BE IRRIGATED WITH A DRIP SYSTEM. ALL PERENNIAL BEDS TO BE IRRIGATED WITH XERI-POP SPRAY HEADS. NATIVE PRAIRIE MIX AND TRM AREAS TO BE IRRIGATED UNTIL FULLY ESTABLISHED (SOD IS FORMED) (MIN 1-3 YEARS).
- STREET TREE LOCATIONS SHALL BE ADJUSTED TO ALLOW FOR A MINIMUM OF A 40' CLEARANCE TO STREET LIGHTS (15' MINIMUM IF THE TREE IS ORNAMENTAL)
- TREE LOCATIONS SHALL HAVE A MINIMUM SEPARATION OF 6' TO WATER OR SEWER SERVICE LINES AND 10' FROM WATER OR SEWER MAIN LINES.
- STREET TREE LOCATIONS SHALL HAVE A MINIMUM SEPARATION OF 4' BETWEEN GAS LINES.
- LOCATE ALL UTILITIES PRIOR TO ANY DIGGING OR LANDSCAPE PLANTING.
- TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
- CONTRACTOR IS RESPONSIBLE FOR SETUP OF BARRICADES, WARNING SIGNAGE, OR OTHER PROTECTIVE DEVICES IF ANY EXCAVATIONS ARE LEFT EXPOSED AFTER ON-SITE WORK HOURS.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACQUIRE ALL NECESSARY PERMITS FOR CONSTRUCTION OPERATIONS IN PUBLIC RIGHTS-OF-WAY.
- PRIOR TO INSTALLATION OF PLANT MATERIALS, THE SOIL IN ALL LANDSCAPE AREAS, INCLUDING PARKWAYS AND MEDIANS, SHALL BE THOROUGHLY LOOSENEED TO A DEPTH OF NOT LESS THAN EIGHTEEN (18) INCHES AND SOIL AMENDMENT SHALL BE THOROUGHLY INCORPORATED INTO THE SOIL OF ALL LANDSCAPE AREAS TO A DEPTH OF 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 LANDSCAPED AREA.
- A FREE TREE PERMIT MUST BE OBTAINED FROM THE CITY 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 APPROVAL BY THE CITY FORESTER FOR STREET TREES IN A PHASE SHALL RESULT IN A HOLD CERTIFICATE OF OCCUPANCY FOR FUTURE PHASES OF THE DEVELOPMENT.
- EXISTING TREES SHOWN ON THIS PLAN ARE TO BE PROTECTED IN PLACE. SEE THE TREE MITIGATION PLAN FOR SPECIFIC PROTECTION REQUIREMENTS. ALL TREE TRIMMING AND REMOVAL IS TO BE PERFORMED BY A LICENSED FORT COLLINS ARBORIST PER THE CITY OF FORT COLLINS LAND USE CODE.
- PROTECT ALL ROOTS THAT ARE ENCOUNTERED DURING SIDEWALK DEMOLITION AND CONSTRUCTION.
- DO NOT REMOVE MORE THAN 3" OF SOIL WITHIN THE TREE PROTECTION ZONE IN ORDER TO LAY NEW SOD.
- BIKE RACKS TO BE PLACED ON STABILIZED CRUSHER FINES, BORDERED WITH STEEL EDGING.

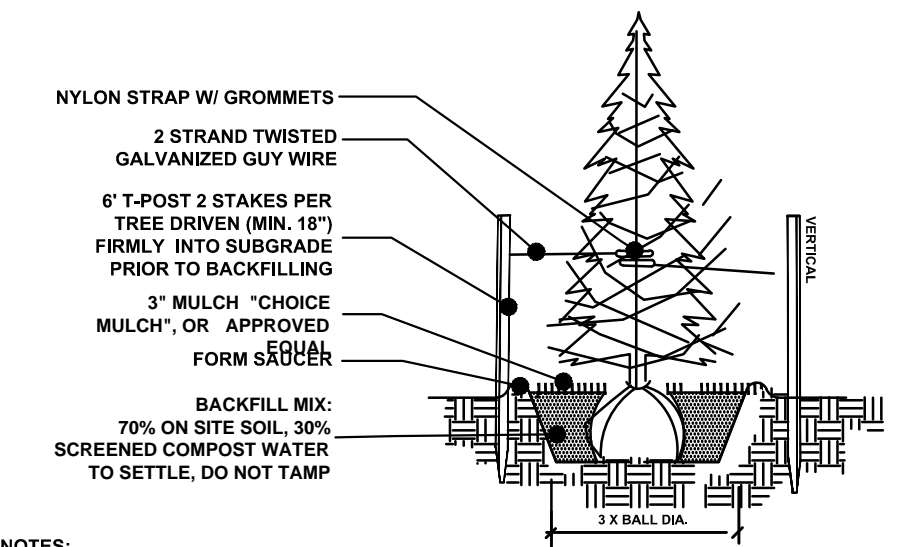
Planting Details



- NOTES:
- PRUNE DEAD OR DAMAGED WOOD AT TIME OF PLANTING. REGULARLY SCHEDULED PRUNING BY CERTIFIED ARBORIST TO BEGIN THE FOLLOWING SEASON BEFORE END OF WARRANTY/MAINTENANCE PERIOD.
  - REMOVE ALL TWINE, ROPE, AND/OR RUBBER FROM AROUND TOP OF BALL. PEEL BACK BURLAP, AND REMOVE WIRE BASKET FROM ROOT BALL.
  - PLANT SO THAT TOP OF ROOT BALL IS 2" ABOVE FINISH GRADE. LEAVE TREES UNSTAKED IF CONDITIONS PERMIT. IF STAKING IS REQUIRED, ONLY DECIDUOUS TREES WHICH ARE WEAK, HAVE LOOSE ROOT BALLS, OR ARE BEING PLANTED IN PARTICULARLY WINDY SITES REQUIRE STAKING. STAKE FOR 1 YR. ONLY.

1 DECIDUOUS TREE

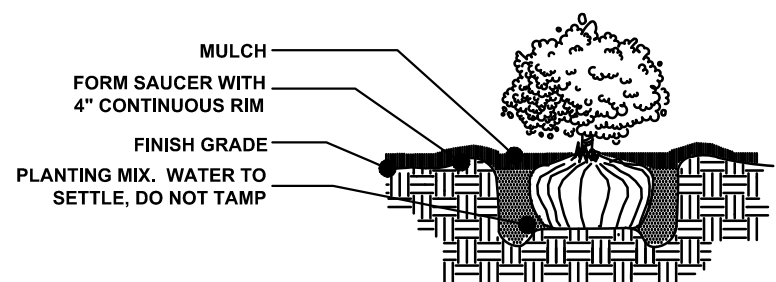
NTS



- NOTES:
- PRUNE DEAD OR DAMAGED WOOD AT TIME OF PLANTING. REGULARLY SCHEDULED PRUNING BY CERTIFIED ARBORIST TO BEGIN THE FOLLOWING SEASON BEFORE END OF WARRANTY/MAINTENANCE PERIOD.
  - PLANT SO THAT TOP OF ROOT BALL IS 2" ABOVE FINISH GRADE. REMOVE ALL TWINE, ROPE, AND/OR RUBBER FROM AROUND TOP OF BALL. PEEL BACK BURLAP, AND REMOVE WIRE BASKET FROM ROOT BALL.
  - LEAVE TREES UNSTAKED IF CONDITIONS PERMIT. IF STAKING IS REQUIRED, ONLY EVERGREEN TREES WHICH ARE WEAK, HAVE LOOSE ROOT BALLS, OR ARE BEING PLANTED IN PARTICULARLY WINDY SITES REQUIRE STAKING. STAKE FOR 1 YR. ONLY.

2 CONIFEROUS TREE

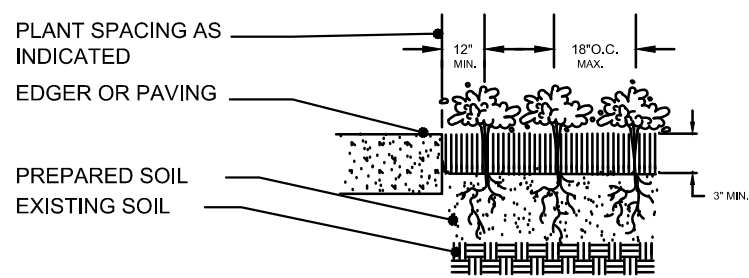
NTS



- NOTES:
- PLANT ALL SHRUBS SO THAT THEIR CENTERS ARE A MINIMUM 4' FROM EDGES OF PAVEMENT. SPACE SHRUBS AS INDICATED ON THE PLANS. SCORE ROOT BALL OF CONTAINER PLANTS VERTICALLY WITH KNIFE. CUT ANY SPIRALING ROOTS WHERE THEY EMERGE FROM SOIL BALL.

3 SHRUB PLANTING

NTS



4 PERENNIAL PLANTING

NTS

LANDSCAPE CONCEPT

ADAPTATION TO SITE CONDITIONS

TREE SPECIES SELECTED FOR OPEN, NATURAL AREAS REPRESENT TRADITIONAL, NATIVE AND LOCALLY ADAPTIVE SPECIES HISTORICALLY REPRESENTED WITHIN THE COLORADO PLAINS AND FOOTHILLS.

SPECIES DIVERSITY

THE LANDSCAPE PLAN CONSISTS OF NATIVE & NONNATIVE DROUGHT TOLERANT PLANT SPECIES. TREES HAVE BEEN CHOSEN FOR VISUAL CHARACTERISTICS, FORM AND WATER USE. AN EFFORT HAS BEEN MADE TO CREATE A MORE SUSTAINABLE LANDSCAPE PALETTE BY INCORPORATING TREES TOLERANT OF DROUGHT CONDITIONS. POLLUTANTS, AND ARE RESISTANT TO BREAKAGE. PROPOSED PLANT MATERIALS THROUGHOUT THE SITE HAVE BEEN CHOSEN FOR LONGEVITY AND RESISTANCE TO DISEASE. HARDY PLANTS ADAPTED TO COLORADO'S CLIMATIC CONDITIONS HAVE BEEN EMPHASIZED.

LANDSCAPING ASSURANCES

1. ALL LANDSCAPING PROPOSED FOR INSTALLATION MUST BE SECURED WITH AN IRREVOCABLE LETTER OF CREDIT, PERFORMANCE BOND OR ESCROW ACCOUNT FOR 125% OF THE VALUATION OF THE LANDSCAPE MATERIAL AND INSTALLATION FOR THE CURRENT PHASE PRIOR TO ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY.

Project Contacts

Landscape Architect

TST Inc. Consulting Engineers  
760 Whalers Way, Bld C, Suite 200  
Fort Collins CO, 80525  
PH: (970)-226-0557  
FAX: (970) 226-0204

Civil Engineer

JVA, Incorporated  
1319 Spruce Street  
Boulder, CO 80302  
PH: (970) 225-9099  
FAX: (303) 444-1957

Surveyor

NV5 - Nolte Vertical Five  
8000 S. Chester Street, Suite 200  
Centennial, CO 80112  
PH: (303) 220-6400  
FAX: (303) 220-9001

Applicant and Owner/Developer

Fort Collins Associates LP  
431 Office Park Drive  
Birmingham, AL 35223  
PH: (205) 414-6400  
FAX: (205) 414-6405

Traffic Engineer

ELB Engineering, LLC  
5401 Taylor Lane  
Fort Collins, CO 80528  
PH: (970) 988-7551  
FAX: (970) 225-8942

SEED MIXES

NATIVE PRAIRIE MIX - FOR RESTORING DISTURBED AREAS OF THE SWALE		
SEED	% OF MIX	APPLICATION RATE
LITTLE BLUE STEM	34%	DRILLED - 20LBS/PLS/ACRE BROADCAST - 40LBS/PLS/ACRE
BLUE STEM	33%	
BLUE GRAMMA	33%	
RESTORATION MIX - FROM PARKS DEPARTMENT - FOR "ALONG TRAILS"		
SEED	% OF MIX BY WEIGHT	APPLICATION RATE
BUFFALO GRASS	66%	SEED AT A RATE OF 2-3 LBS PER 1000 SF
SHEEP'S FESCUE	17%	
BLUE GRAMMA	17%	
NATIVE SEED MIX - FOR BUFFER PLANTING OVER UTILITIES		
SEED	% OF MIX BY WEIGHT	APPLICATION RATE
LITTLE BLUE STEM	30%	SEED AT A RATE OF 2-3 LBS PER 1000 SF
SWITCH GRASS	25%	
WESTERN WHEATGRASS	25%	
CANADA WILD RYE	20%	
SHADE TOLERANT SEED MIX - FOR AREAS IN SHADOW OF GARAGE		
SEED	% OF MIX BY WEIGHT	APPLICATION RATE
CANADA BLUEGRASS	30%	SEED AT A RATE OF 2-3 LBS PER 1000 SF
BIG BLUEGRASS	10%	
CREeping RED FESCUE	30%	
SHEEP FESCUE	30%	

Index to Drawings

SHEET NUMBER AND NAME

- COVER
- LANDSCAPE PLAN
- TREE MITIGATION PLAN

POUROUS LANDSCAPE DETENTION MIX				
COMMON NAME	SCIENTIFIC NAME	PLS per Acre	Ounces per Acre	
Sand bluestem	Andropogon hallii	3.5		
Sideoats Grama	Bouteloua curtipendula	3		
Indian Rice grass	Oryzopsis hymenoides	3		
Switchgrass	Panicum virgatum	4		
Little bluestem	Schizachyrium scoparium	3		
Pasture sage	Artemisia frigida		2	
Blanket flower	Gaillardia aristata		8	
Prairie Coneflower	Ratinda columnifera		4	

SHEET- L100

PROJECT NAME: SUMMIT PARKING GARAGE  
TST PROJECT NUMBER: 1210.0001.00  
DATE: AUG 2014  
SHEET: 1 OF 3

CALL BEFORE YOU DIG  
CALL UTILITY NOTIFICATION  
CENTER OF COLORADO  
1-800-922-1987  
or 8-1-1  
CALL 2-BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE OR EXCAVATE FOR  
THE MARKING OF UNDERGROUND MEMBER  
UTILITIES.

**TST**  
TST, INC.  
CONSULTING ENGINEERS  
760 Whalers Way  
Building C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204

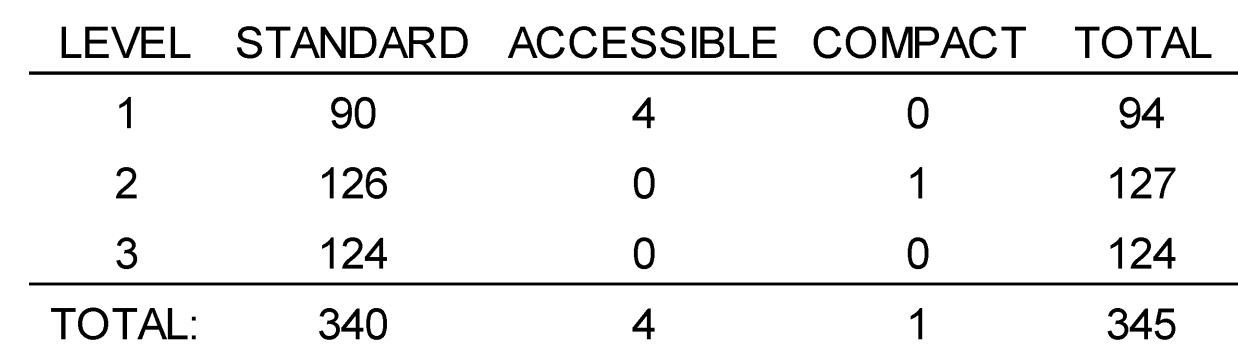












I S S U E		

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NO.	DESCRIPTION	DATE

DRAWING TITLE:  
**LEVEL 1  
STRIPING &  
SIGNAGE PLAN**

DRAWING NO.

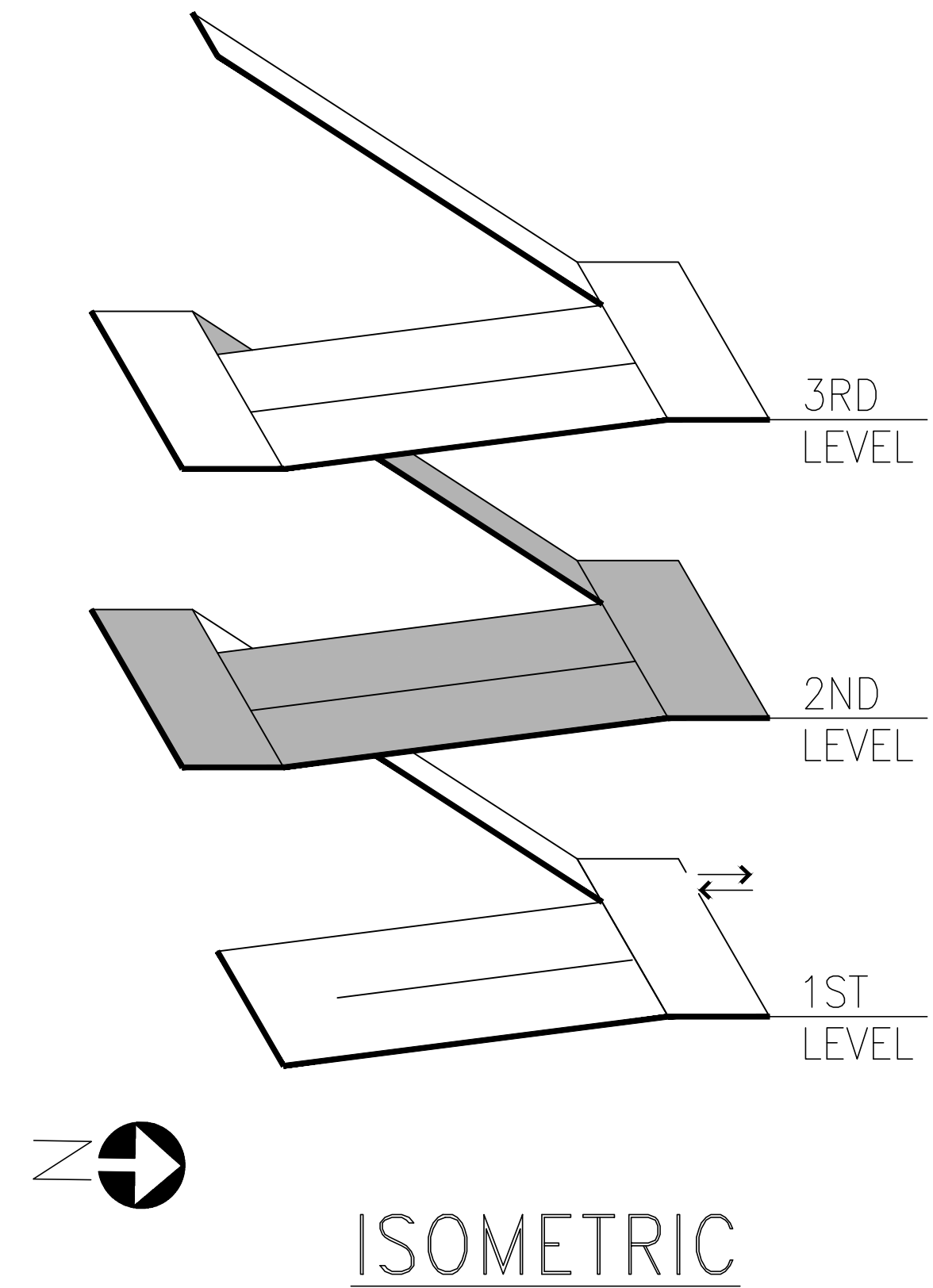
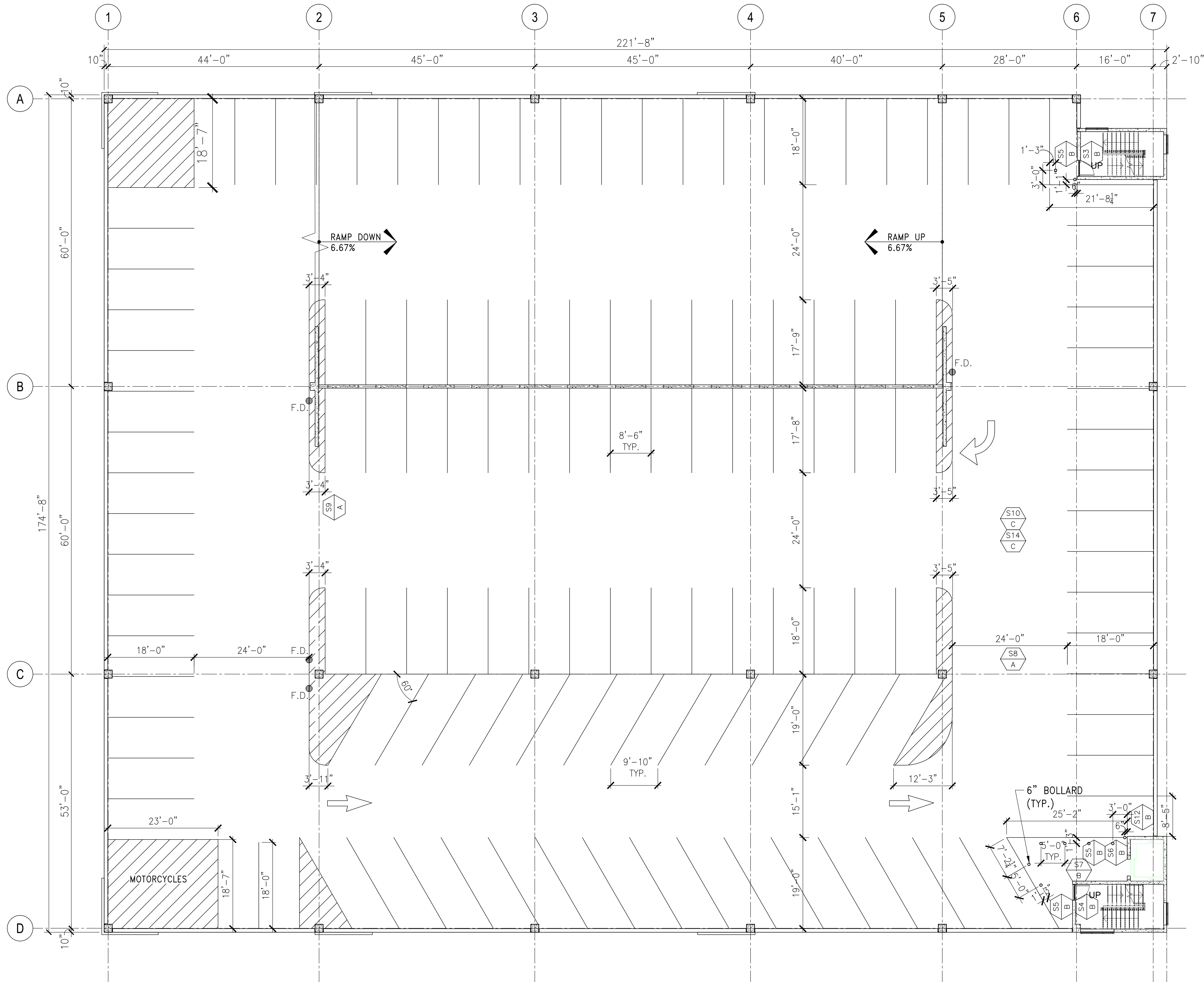
A801

SCALE:	AS NOTED
DATE:	3/14/14

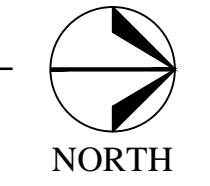
PROJECT NO: 60-13118		
DES.	DRWN.	CHK'D.
SM	SM	HE

# The Summit on College Parking Garage

Fort Collins, Colorado



1 LEVEL 2 STRIPING & SIGNAGE PLAN  
SCALE: 3/32"=1'-0"

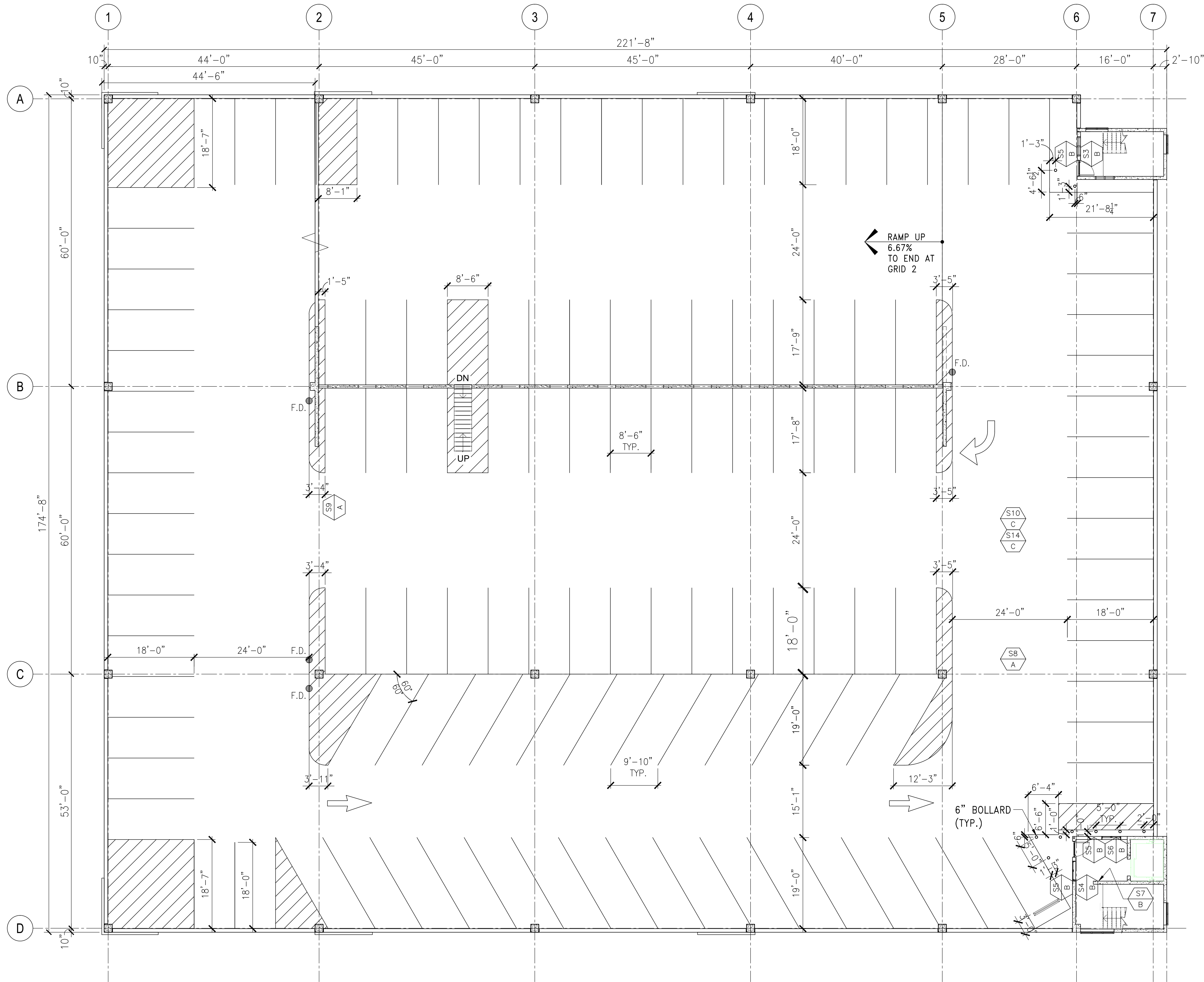


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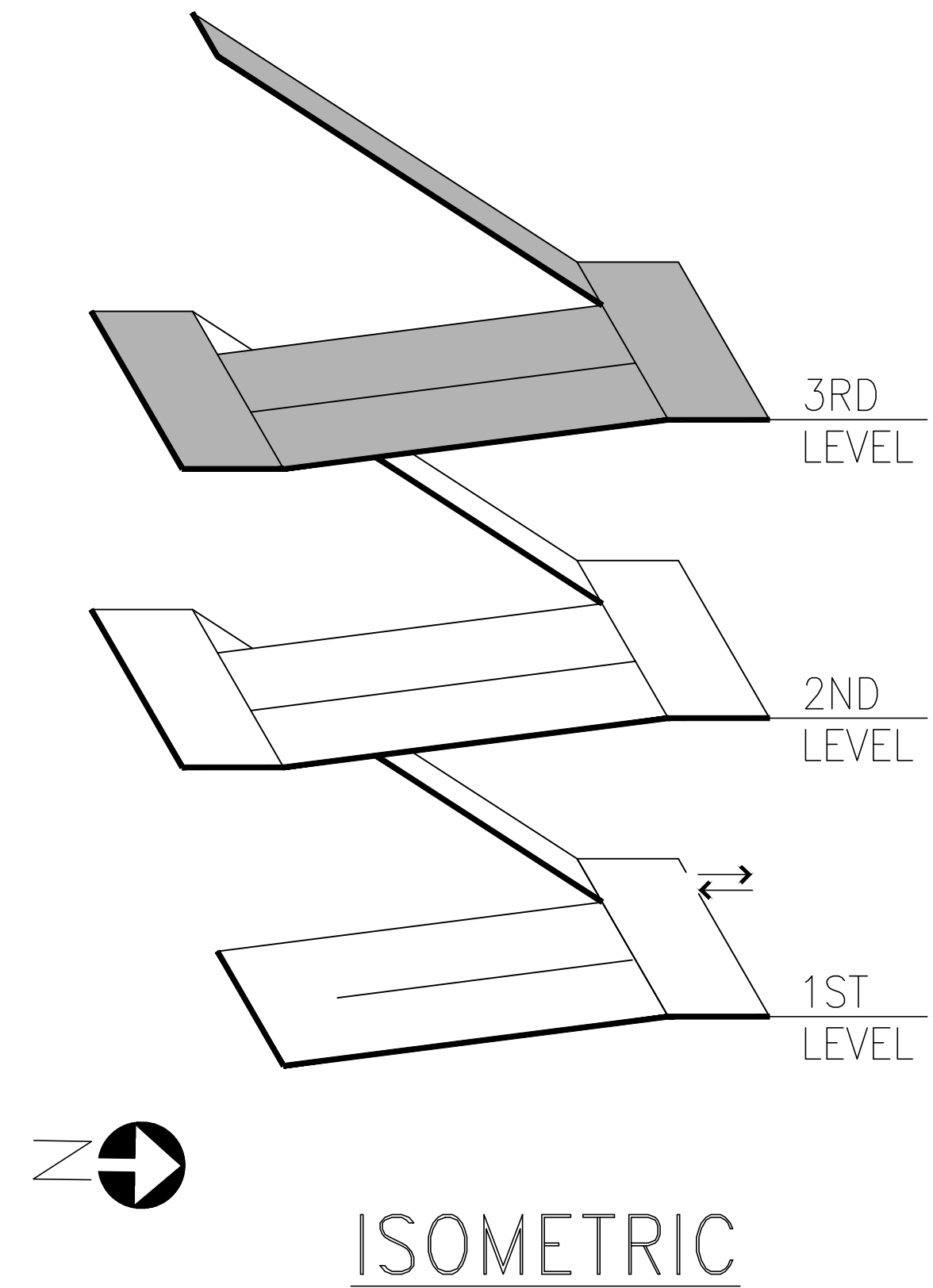
**The Summit on College  
Parking Garage**  
Fort Collins, Colorado

I S S U E		
1	PERMIT SET	03/14/14
NO.	DESCRIPTION	DATE
DRAWING TITLE:		
<b>LEVEL 2 STRIPING &amp; SIGNAGE PLAN</b>		

DRAWING NO.		
<b>A802</b>		
SCALE:	AS NOTED	
DATE:	3/14/14	
PROJECT NO:	60-13118	
DES.	DRWN.	CHK'D.
SM	SM	HE



1 LEVEL 3 STRIPING & SIGNAGE PLAN  
SCALE: 3/32"=1'-0"



**The Summit on College  
Parking Garage**  
Fort Collins, Colorado

ISSUE


1	PERMIT SET	03/14/14
NO.	DESCRIPTION	DATE

DRAWING TITLE:  
**LEVEL 3  
STRIPING &  
SIGNAGE PLAN**

DRAWING NO.

**A803**

SCALE: AS NOTED

DATE: 3/14/14

PROJECT NO: 60-13118

DES.	DRWN.	CHK'D.
SM	SM	HE

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# East and South Elevations

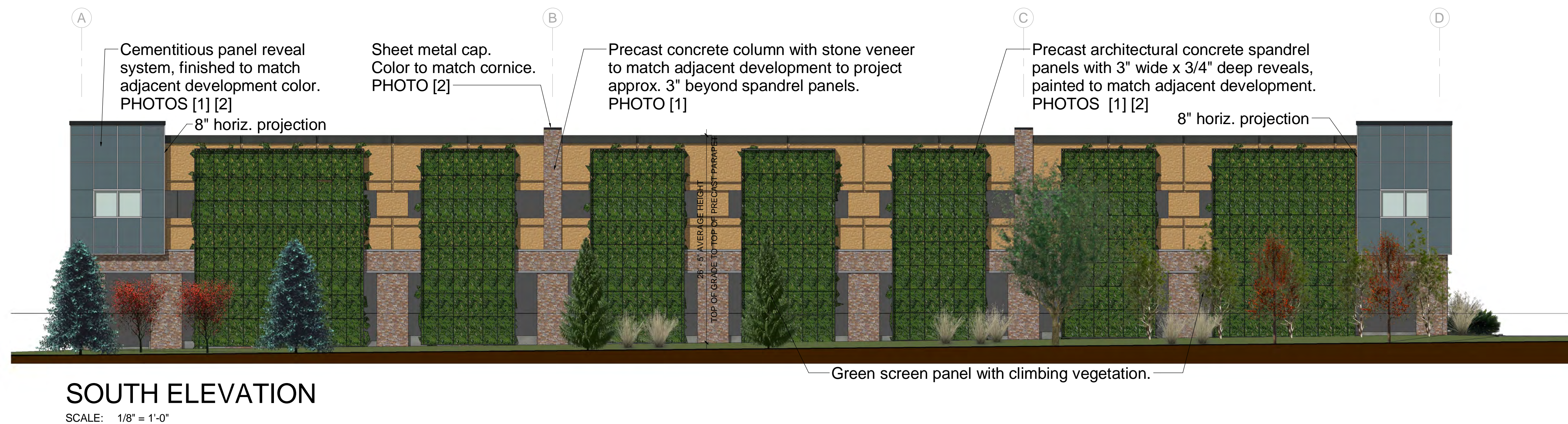
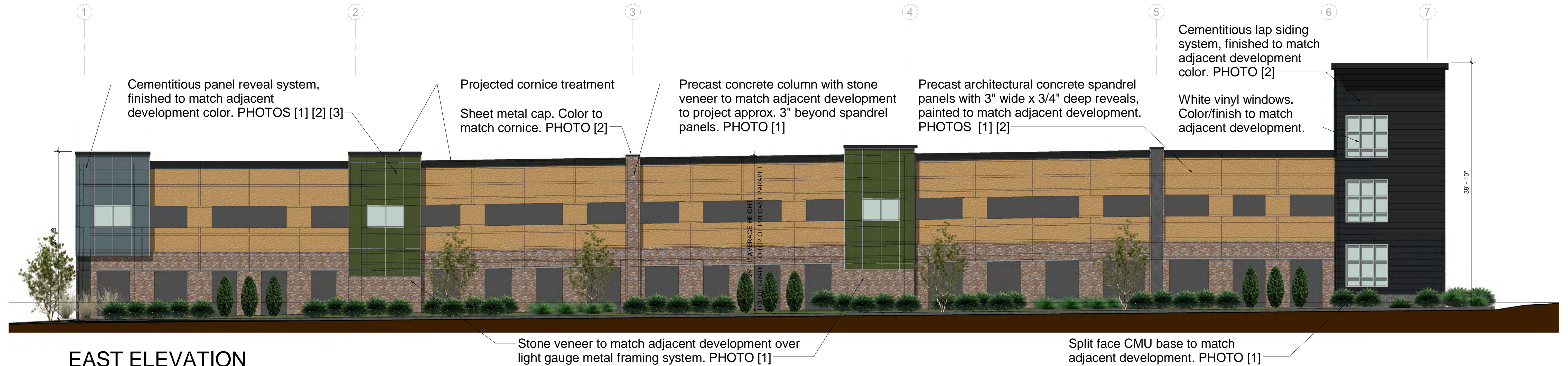


PHOTO [2]



PHOTO [1]



PHOTO [3]



# West and North Elevations

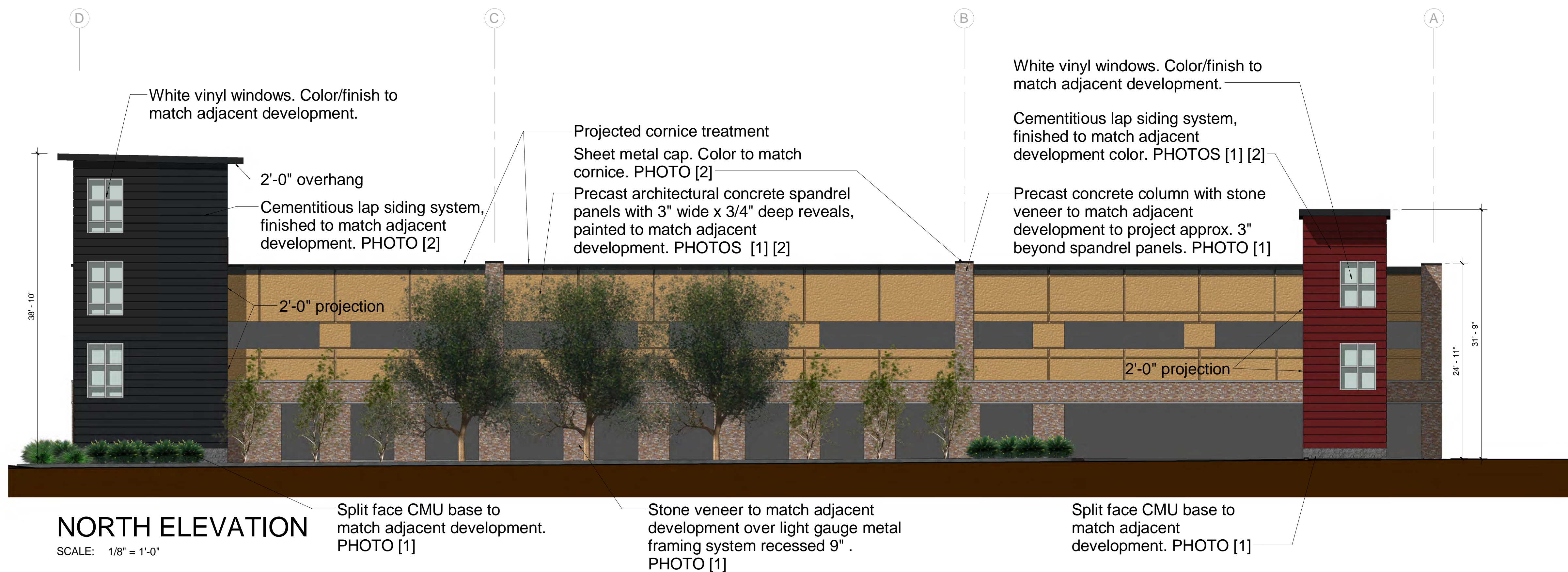
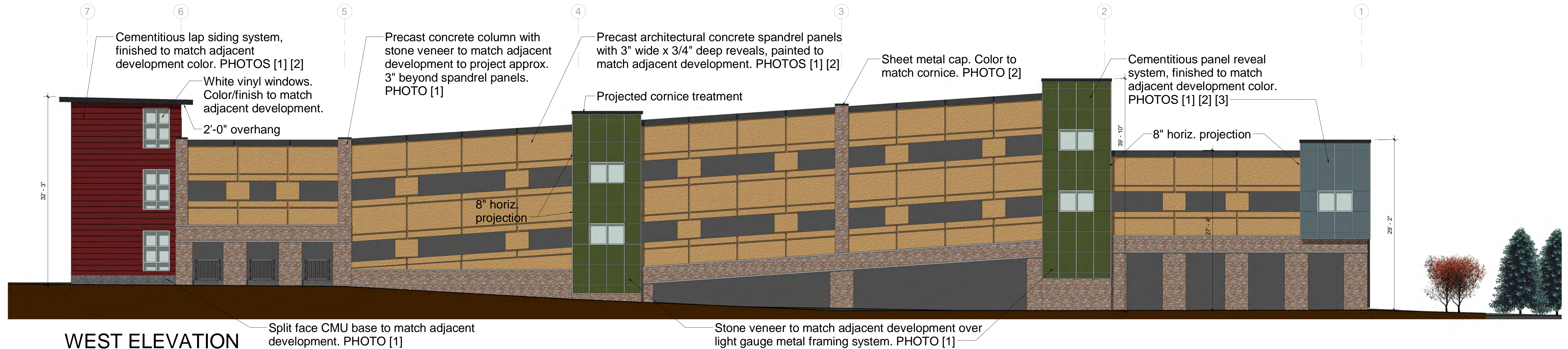


PHOTO [2]



PHOTO [1]



PHOTO [3]



## The Summit on College - Comparison of Existing and Proposed Parking

8/5/2014

	Current Parking On Site	Original Proposal Total Proposed On Site Parking (4 level Deck)	Net Spaces Added per Original Proposal (4 level Deck)	Proposed On Site Parking - Revised Proposal (3 level Deck)	Net Spaces Added - Revised Proposal (3 level Deck)	% Change Parking Spaces from Original Proposal
Residential Parking	160	467	307	374	214	-30.29%
Handicap Parking	13	17	4	17	4	0.00%
Employee Parking	10	10	0	10	0	0.00%
Visitor Parking	0	33*	33	33*	33	0.00%
Short term Parking	8	8	0	8	0	0.00%
<b>TOTALS</b>	<b>191</b>	<b>535</b>	<b>344</b>	<b>442</b>	<b>251</b>	<b>-27.03%</b>
<b>Gross Parking %</b>	<b>29%</b>	<b>80%</b>		<b>66%</b>		
<b>Residential Parking % (Resident Spaces Only)</b>	<b>24%</b>	<b>70%</b>		<b>56%</b>		

\* 5% of total beds

The Summit on College accomodates up to 665 residents, plus staff and visitors







## View 1 of Garage with Mature Landscaping









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## View 2 of Garage with Mature Landscaping

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August 22, 2014

Carolynne C. White  
Attorney at Law  
303.223.1197 tel  
303.223.0997 fax  
cwhite@bhfs.com

**VIA EMAIL**

Marcus A. McAskin  
Administrative Hearing Officer  
City of Fort Collins  
281 N. College Avenue, Suite 100  
P.O. Box 580  
Fort Collins, CO 80522

RE: City Council Remand for Administrative Review of Major Amendment to the Previously Approved Choice Center Project Development Plan for The Summit on College Parking Structure

Dear Mr. McAskin:

This letter accompanies Capstone Development Corporation's, on behalf of Fort Collins Associates, LP ("Capstone"), August 5, 2014 alternative design submittal for a Major Amendment ("Major Amendment") to the previously approved Choice Center Project Development Plan to add a parking structure ("Parking Structure") at the existing mixed-use property known as The Summit on College (the "Summit"). The Summit is located just west and north of the intersection of South College Avenue and Stuart Street.

On March 5, 2014, an Administrative Hearing was held before you on this matter. On March 19, 2014, the Findings of Fact and Decision were issued. The Administrative Hearing Officer decision was appealed and City Council held a hearing on May 20, 2014. On June 3, 2014, City Council adopted Resolution No. 2014-050, which was amended and readopted via Resolution No. 2014-063 on July 22, 2014. Specifically, Resolution No. 2014-063 sets forth the following findings of fact in support of City Council's decision on the appeal:

1. That the Hearing Officer did not fail to conduct a fair hearing by exceeding its authority or jurisdiction as contained in the Code or Charter of the City.
2. That the Hearing Officer did not fail to conduct a fair hearing by considering evidence relevant to its findings which was substantially false or grossly misleading.
3. That the Hearing Officer failed to properly interpret and apply Section 3.4.1(I)(2) of the Land Use Code with regard to the impact of the major amendment upon Spring Creek viewsheds; and Section 3.5.1(J) of the Land Use Code with regard to the number of off-street parking spaces.
4. That the Decision is hereby remanded to the Hearing Officer for further consideration of the impact of the major amendment on Spring Creek viewsheds and for consideration of the possible reduction of the size of the parking structure building and the reduction of the number of parking spaces in the structure to a number closer to the minimum parking requirements as established by Ordinance No. 121, 2013, and presently contained in Section 3.2.2(K)(1)(a) for multi-family development in the Transit-Oriented Development

410 Seventeenth Street, Suite 2200  
Denver, CO 80202-4432  
main 303.223.1100

(TOD) Overlay Zone, with a view toward compliance with the Land Use Code sections set out in paragraph [3] above.

5. That except for those provisions in paragraph [3] above, the Hearing Officer did not fail to interpret and apply any other provisions of the Land Use Code...

Capstone's original submittal continues to meet all of the criteria in the Land Use Code ("LUC") for approval, as more fully outlined in Capstone's March 5, 2014 Administrative Hearing submittal packet and cover letter. Nonetheless, should the Administrative Hearing Officer determine that additional conditions must be imposed on the Major Amendment in order to grant approval, Capstone has taken the liberty of submitting an alternative design of the Parking Structure for consideration. As detailed below, Capstone's alternative design fully addresses the two items City Council directed the Administrative Hearing Officer to further consider on remand.

Capstone requests administrative approval of the Major Amendment as originally submitted. That said, if the Administrative Hearing Officer determines that additional conditions must be imposed, Capstone encourages adoption of the proposed alternative design.

**I. Section 3.4.1(I)(2) of the LUC - Further Consideration of the Impact of the Major Amendment on Spring Creek Viewsheds**

Section 3.4.1(I)(2) of the LUC states: "Projects shall be designed to minimize the degradation of the visual character of affected natural features within the site and to minimize the obstruction of scenic views to and from the natural features within the site." Although the criterion refers to "natural features within the site" and Spring Creek is located in Creekside Park and not within the property site, Capstone's Major Amendment submittal and alternative design are nonetheless specifically designed to minimize any potential visual degradation or obstruction to or from Spring Creek.

As further discussed below under Section II, to directly address City Council's concern, Capstone's alternative design proposes to remove the top level of the Parking Structure and introduces additional green screening on the south elevation facing Creekside Park. This reduction in height along elevations facing Spring Creek further minimizes both the scale of the Parking Structure and obstruction of scenic views to and from Spring Creek.

As outlined in the City Staff Report for the March 5, 2014 hearing, the Major Amendment enhanced the visual character by incorporating various elements into the design, including:

1. No fencing;
2. Multi-structured vegetation screen (vertical trellis);
3. Plants of native vegetation; and
4. Payment of a fee-in-lieu based on a conceptual landscape plan.

On the south façade of the Parking Structure, vertical trellis green screens were introduced to soften the building's appearance and provide vertical habitat and refuge areas, and colors were carefully chosen to minimize the impact to the adjacent Creekside Park. In response to City Council's concern, Capstone has doubled the amount of "green screening" planned for the south side of the Parking Structure beyond what was originally considered at the March 5, 2014 Administrative Hearing. This additional green vertical trellis will serve to further screen the Parking Structure from Spring Creek, minimizing any potential impact on views.

The character of the existing views to and from Spring Creek are already somewhat degraded by the area that surrounds Creekside Park which consists of mini-storage units and an automotive repair shop on the south, the Burlington Northern Railway on the west, College Avenue on the East, and the Dairy Queen and the Summit on the north. Currently, the view from Spring Creek to the north is of a surface parking lot and the Summit. The Parking Structure will enhance the existing view with increased landscaping, trees, plantings, and green screening.

While Section 3.4.1(E) on buffer zones is a separate LUC criterion which was not identified by City Council for consideration on remand (in fact, City Council expressly found that the Hearing Officer did not fail to interpret Section 3.4.1(E)), the Major Amendment also addresses the Spring Creek Buffer Zone. Specifically, as confirmed by the Administrative Hearing Officer in the May 19, 2014 Findings of Fact and Decision, an Ecological Characterization Study was performed in compliance with Section 3.4.1(D)(1) of the LUC and a Natural Habitat Buffer Zone is proposed to buffer the Parking Structure from Spring Creek. The Major Amendment applies the performance standards at Section 3.4.1(E) and incorporates the above-described landscaping elements into the design.

To the greatest extent possible, traffic and the use of the Parking Structure have been oriented away from Spring Creek. All of the surface traffic is located on the north side and all of the internal traffic is buffered by walls. On the ground floor, a 28' water quality area, which includes additional landscape plantings and screening, and a 16' bike parking area have been used to buffer vehicles. The upper levels of the Parking Structure include the vertical trellis green screen. All stormwater is to be treated by a bio-swale on-site, prior to entering Spring Creek. This is an improvement from the existing condition, where the stormwater from the parking lot sheet flows untreated across a planting area and into Spring Creek. Lighting has been designed so that no light will spill over past the southern face of the Parking Structure.

This project was developed as part of the TOD overlay district and, as a part of the review, the elevations and four-sided architecture of the Parking Structure were placed under heavy scrutiny by City Staff. Not only did this Parking Structure need to be compatible with the character of the adjacent developments, it needed to be sensitive to and complement the visual context of the natural area and Creekside Park adjacent to the south. Capstone's design team put forth a significant effort, working in conjunction with City Staff, to make sure that this Parking Structure meets Section 3.4.1(I)(2) of the LUC by minimizing any potential visual degradation or obstruction to or from Spring Creek.

## **II. Further Analysis of Shifting Parking Structure to the North**

Although initially considered in the siting of the Parking Structure, Capstone has further modeled and analyzed the possibility of shifting it further to the north, away from Spring Creek and closer to the Summit. A maximum shift of 17' (to comply with Fire Department clearances) and a minimum shift of 8' were both considered. In this analysis, the following limiting factors were considered:

1. Impacts to traffic flow, particularly at the intersection of Stuart St. and Choice Center Dr.;
2. Impacts to existing crosswalks at the intersection of Stuart St. and Choice Center Dr.;
3. Required Fire Department easements and clearances for adequate equipment access in the event of a fire emergency (60' is preferred, but 45' is the minimum distance required, of which a paved 30' clear easement must be maintained);
4. The loss of six handicap parking spaces (two van accessible) on the south end of the Summit, which would negatively impact accessibility from the south for the disabled, with the van accessible spaces likely being relocated to the parking lot on the north end of the property (adding as much as 650' of travel for an individual requiring van accessible handicap parking);



5. Relocation of existing utilities including power and telephone services to the Summit, resulting in lengthy outages to occupied residences.

In order to maintain the minimum clearances needed for vehicles turning into and out of the Parking Structure while maintaining minimum Fire Department building separation and access clearances, Capstone calculated and modeled the maximum shift of the structure 17' to the north. The enclosed August 8, 2014 ELB Engineering Memorandum is the result of that analysis and makes the following findings:

1. The 17' offset creates a direct alignment between eastbound and westbound vehicles. This alignment creates a safety hazard and is "deficient in sound intersection design practice."
2. "The pedestrian connection on the north side of Stuart, crossing Choice Center Drive, and then gaining access to the garage is awkward and circuitous."
3. A 17' shift would result in the "loss of 12 premium/HC handicap spaces."
4. "It is my recommendation that the 17' alternative be abandoned from further consideration."

Capstone also analyzed a potential shift of the Parking Structure 8' to the north. The 8' shift assumes that the Fire Department would grant a variance to allow for a 24' wide drive easement in lieu of the normally required 30' easement. This would avoid the loss of handicap parking spaces as well as eliminate the relocation of the existing transformer, which would reduce the impact of associated service disruptions to residents of the Summit. The enclosed August 8, 2014 ELB Engineering Memorandum is the result of that analysis and makes the following findings:

1. "In both designs, the north and south drive entrances do not line up well. The extreme offsets will make any through movements awkward for drivers" and is "deficient in sound intersection design practice."
2. "The 8' alignment still has the same issues as the 17' alternative as it relates to north-south movements. The east-west movements are still not aligned [but] there appears to be a 3-4' offset. At slow speeds of 20 mph, this alignment will work, but it is far from ideal and should be well lighted to promote safety."
3. "Additional pavement markings should be used to redirect traffic from on-coming vehicles. An all-way stop is the most appropriate control of the intersection."
4. "The 8' alignment is not ideal but will work if it is well lit, controlled by an all-way stop, and supplemental pavement markings are in place to redirect east-west traffic."

A northward shift of the Parking Structure as much as 8' is possible, but not prudent given the complicating factors outlined above. A variance for a 24' access easement would likely have to be granted by the Fire Department and modifications to the existing intersection of Stuart St. and Choice Center Dr. would have to be deemed acceptable to the City and adjacent land owners. A shift of such a small magnitude is not worth the impaired function at the intersection of Stuart St. and Choice Center Dr., resulting in the potential for negative impacts to drivers and pedestrians at this intersection. It is because of these very marginal benefits, decreased functionality, and safety concerns that relocation of the Parking Structure from the currently proposed location is both imprudent and impractical. The original proposed location in the Major Amendment continues to be the safest and most appropriate location.

**III. Section 3.5.1(J) of the LUC - Further Consideration of the Possible Reduction of the Size of the Parking Structure and the Reduction of the Number of Parking Spaces in the Structure to a Number Closer to the Minimum Parking Requirements for Multi-Family Development in the TOD Overlay Zone**

Capstone's alternative design directly addresses both of City Council's concerns regarding the size of the Parking Structure and the number of parking spaces. While compromising Capstone's ability to meet market-demand for Summit resident parking, Capstone proposes to remove the top level from the Parking Structure and, in doing so, reduce the number of parking spaces to a number closer to the minimum required for multi-family development in the TOD Overlay. Enclosed is a Parking Table, updated from the version provided to City Staff on August 5, 2014, summarizing the current number of parking spaces, proposed parking under the Major Amendment, and proposed parking under the alternative design, along with TOD parking information.

The removal of the top level from the Parking Structure reduces the average height of the south elevation facing Creekside Park by 10'-4". This translates to an average precast parapet height on the south elevation of approximately 26'-5" and an average height of 25'-1" on the east elevation. Enclosed for your consideration is a comparison of the south elevation of the Parking Structure contrasting the original submittal and the alternative design (which reads as a two level building). This exhibit clearly demonstrates the reduction in height and scale, as well as the approximate doubling of green screening that is proposed relative to the elevation facing Spring Creek.

This significant reduction in height provides for a façade that is comparable in height to a conventional two-level structure and further enhances the Parking Structure's "compatibility with surrounding development in terms of building size, height, bulk, mass and scale" pursuant to Section 3.5.1 of the LUC. Further, the design incorporates architectural elements such as overhangs, projections and recesses of varied heights and depths. These design elements include cornices, stair towers, simulated tower and window elements, reveals, stone clad piers, and horizontal banding of stone veneer to create a strong architectural base component. All of these elements subdivide the elevation, add visual interest, articulate the facade, and provide relation to human size and scale.

At the time the Summit was approved by the City, the TOD zoning overlay did not require any minimum number of parking spaces for this type of development. Nonetheless, the Summit provided 390 bike parking spaces and 185 on-site vehicle parking spaces. As detailed in Capstone's March 5, 2014 Administrative Hearing submittal packet, although 76% of the Summit residents walk or bike to school, 73% still bring their cars with them to school and need a place to park them. CSU's studies on this issue similarly indicate 80% of students bring their cars to school.

In the fall of 2013, the City adopted interim minimum parking requirements within the TOD Overlay via Ordinance No. 2013-121, found at Section 3.2.2(K)(1)(a) of the LUC. While the interim requirements are not applicable to the Summit, if they did apply, 364 parking spaces (beds-to-parking spaces ratio of 54.7%) would be required. The Parking Structure originally considered at the March 5, 2014 Administrative Hearing and May 20, 2014 City Council hearing proposed adding 344 parking spaces for a total of 535 spaces on-site (including residential, handicap, visitor and employee parking). Capstone's alternative design reduces the number of proposed parking spaces by over 27% to a net add of 251 parking spaces in the Parking Structure for a total of 442 on-site spaces (including residential, handicap, visitor and employee parking), for a beds-to-parking spaces leasable ratio of 56%.

Section 3.5.1(J) of the LUC allows conditions to be imposed upon the Major Amendment approval to ensure that the Parking Structure is compatible with the existing context, including the location and number of off-street parking spaces. If the Administrative Hearing Officer determines that additional conditions must be imposed, Capstone's alternative design reduces the height of the Parking Structure

and the number of parking spaces, the two issues identified by City Council for further consideration by the Administrative Hearing Officer on remand.

#### **IV. Conclusion**

In closing, the originally proposed Major Amendment continues to meet or exceed all of the applicable criteria set forth in Articles 3 and 4 of the LUC. Nonetheless, Capstone's alternative design fully addresses the two items City Council requested the Administrative Hearing Officer further consider on remand by: 1) removing the top level to reduce the height, scale and sense of mass of the Parking Structure, therefore minimizing any potential impact to the Spring Creek viewshed; 2) doubling the use of vertical trellis green screening, which further softens views from Spring Creek; and 3) reducing the total number of proposed parking spaces by 93, representing a 27% decrease.

The Summit has been a catalytic in-fill project for the area, fulfilling City goals. As desired by the City, the Summit has already been a major force in stimulating redevelopment in the area including the adjacent Maytag Building acquisition and renovation, the Chuck E. Cheese/Harbor Freight building to the immediate north, and the renovation of the Choice Center by the Johnson family. Additional renovations, and infill developments have been completed or are underway to the north, all of which are a testament to the Summit's impact on the Mason Corridor.

While many college students walk or bike to school, most students still bring their cars with them to college and need a place to park these vehicles. Adjacent commercial and residential neighbors and current residents of the Summit have expressed significant concerns about spillover parking from Summit residents. Instead of looking to the City for a solution, such as street permit parking or other methods, Capstone recognized both the community and market need for an on-site solution via the Parking Structure and submitted its proposal.

The Land Use Code is purposely objective. The City should review and either approve or deny an application based on the applicable LUC criteria. Therefore, the only question to be asked is in this instance is whether, upon further consideration of the two remand issues identified by City Council, the Major Amendment meets Sections 3.4.1(I)(2) and 3.5.1(J) of the LUC for approval -- which it does.

Accordingly, Capstone respectfully requests administrative approval of the Major Amendment as originally submitted. That said, if the Administrative Hearing Officer determines that additional conditions must be imposed, Capstone encourages adoption of the proposed alternative design.

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,



Carolynne C. White

Enclosures:

Memorandum from ELB Engineering, LLC dated August 8, 2014  
Comparison of South Elevations of Parking Structure  
Parking Table (updated from 8/5/14 to incorporate TOD, other parking numbers have not changed)

Marcus A. McAskin  
Administrative Hearing Officer  
August 22, 2014  
Page 7

Documents Submitted to City Staff on August 5, 2014

Parking Table

Site Plan (alternative design – revised only for updated parking counts)

Architectural Floor Plans (alternative design)

Landscape Plan (alternative design)

Elevations of Parking Structure (alternative design)

Landscaping Visual (alternative design)

CC (via email):

Seth Lorson, Planner

Cameron Gloss, Planning Manager

Laurie Kadrich, Director, Community Development & Neighborhood Services

Karen Cumbo, Director, Planning, Development & Transportation

Carrie Daggett, City Attorney

John Duval, Deputy City Attorney

Paul Eckman, Deputy City Attorney

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## Memorandum

**TO:** Mr. Walker May, Capstone Development  
Karen Brigman, JVA

**FROM:** Eric L. Bracke, P.E., P.T.O.E

**DATE:** August 8, 2014

**SUBJECT:** *Summit Parking Garage*



I have had an opportunity to review the two proposals regarding the relocating the Summit Parking Structure either 8' or 17' to the north. From a traffic engineering perspective, both designs are deficient in sound intersection design practice. In general, the intersection has four legs of which none line up appropriately.

In both designs, the north and south drive entrances do not line up well. The extreme offsets will make any through movements awkward for drivers. However, that being said, the conflicts will be minimized since the primary movements involving the north and south legs will be the WB left, the NB right, the SB left, and the WB right turn movements. North-South thru movements will be minimized.

The east-west leg of the intersection is problematic. In the 17' option, there are three critical components that make the design impractical.

1. There is a loss of 12 premium/HC handicap spaces. The point of building the garage was to maximize on-site parking opportunities.
2. Most importantly, the 17' offset creates a direct alignment between eastbound and westbound vehicles. This alignment creates a safety hazard. The hazard will be exacerbated at night unless the intersection is very well lit.
3. The pedestrian connection on the north side of Stuart, crossing choice Center Drive, and then gaining access to the garage is awkward and circuitous.

The plans I review did not indicate the type of control that would be used to control the right-of-way at the intersection. The poor alignment shown would be best controlled through a mini-roundabout. That being said, there doesn't appear to be enough space to accommodate a mini roundabout at this location in the built environment.

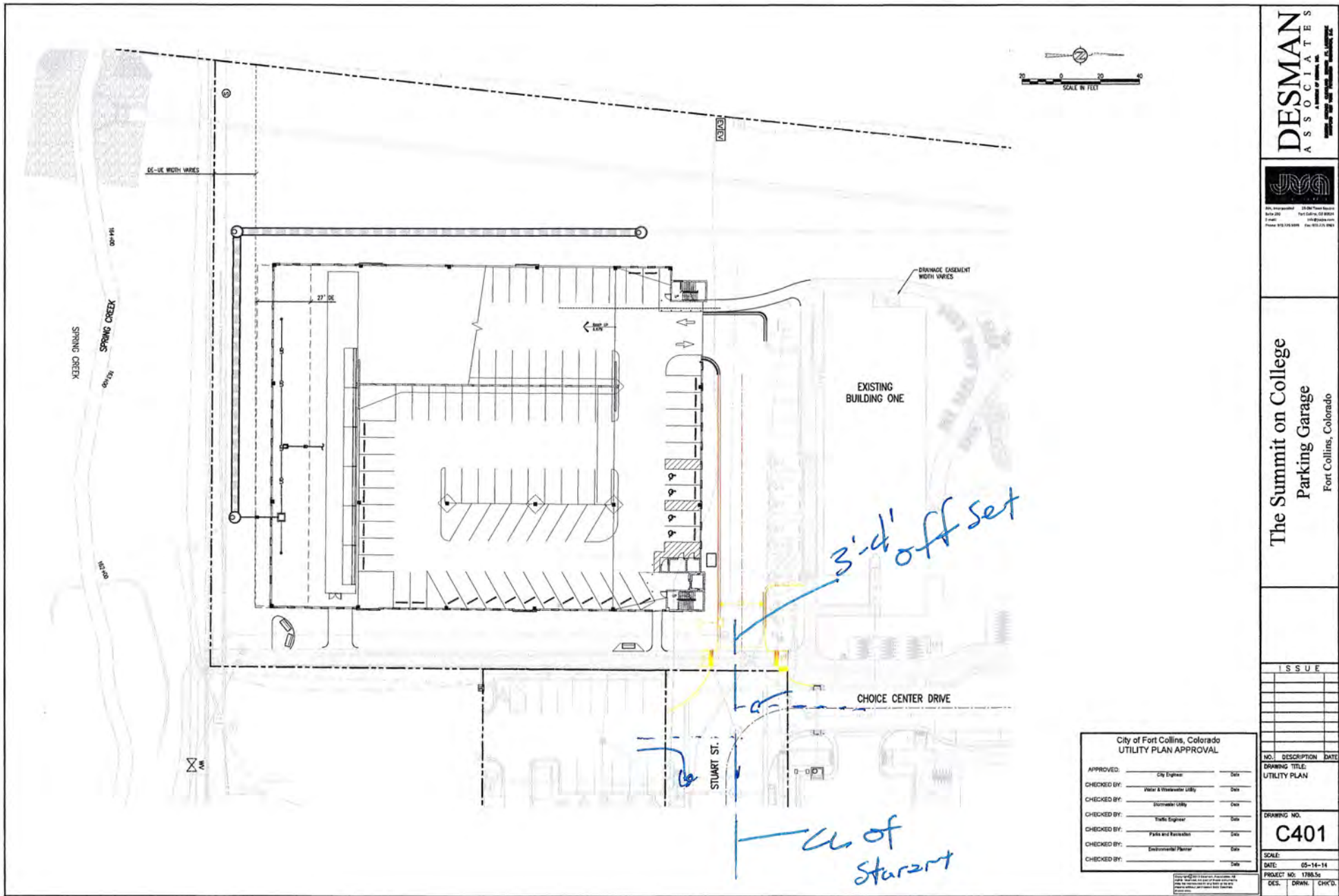


The 8' alignment still has the same issues as the 17' alternative as it relates to north-south movements. The east-west movements are still not aligned by there appears to be a 3-4 offset. At slow speeds of 20 mph, this alignment will work, but it is far from ideal and should be well lighted to promote safety.

The 8' option has the benefit of preserving premium parking spaces. Additional pavement markings should be used to redirect traffic from on-coming vehicles. An all-way stop is the most appropriate control of the intersection.

It is my recommendation that the 17' alternative be abandoned from further consideration. The 8' alignment is not ideal but will work if it is well lit, controlled by an all-way stop, and supplemental pavement markings are in place to redirect east-west traffic.

Please let me know if you need additional information.



**DESMAN ASSOCIATES**  
 1000 10th Street, Suite 100  
 Fort Collins, CO 80502  
 Phone 970.225.1000 Fax 970.225.1001



**The Summit on College  
 Parking Garage**  
 Fort Collins, Colorado

ISSUE		
NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	05-14-14
2	ISSUED FOR CONSTRUCTION	
3	ISSUED FOR FINAL REVIEW	
4	ISSUED FOR RECORD	
5	ISSUED FOR AS-BUILT	
6	ISSUED FOR FINAL REVIEW	
7	ISSUED FOR CONSTRUCTION	
8	ISSUED FOR FINAL REVIEW	
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100	ISSUED FOR FINAL REVIEW	

City of Fort Collins, Colorado  
 UTILITY PLAN APPROVAL

APPROVED: \_\_\_\_\_ City Engineer \_\_\_\_\_ Date \_\_\_\_\_

CHECKED BY: \_\_\_\_\_ Water & Wastewater Utility \_\_\_\_\_ Date \_\_\_\_\_

CHECKED BY: \_\_\_\_\_ Stormwater Utility \_\_\_\_\_ Date \_\_\_\_\_

CHECKED BY: \_\_\_\_\_ Traffic Engineer \_\_\_\_\_ Date \_\_\_\_\_

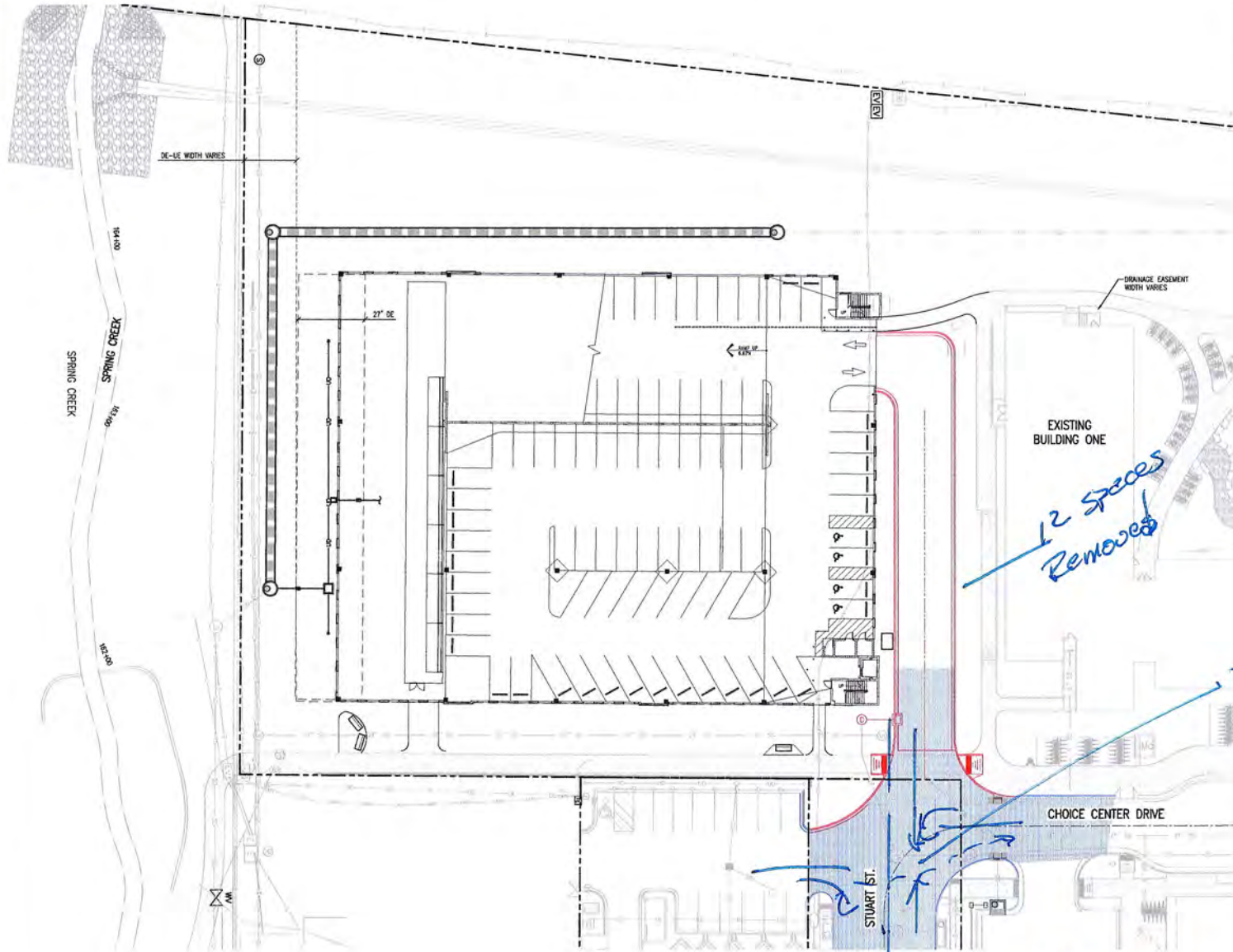
CHECKED BY: \_\_\_\_\_ Parks and Recreation \_\_\_\_\_ Date \_\_\_\_\_

CHECKED BY: \_\_\_\_\_ Environmental Planner \_\_\_\_\_ Date \_\_\_\_\_

CHECKED BY: \_\_\_\_\_ \_\_\_\_\_ Date \_\_\_\_\_

PROJECT NO: 1788.56  
 DATE: 05-14-14  
 DES: \_\_\_\_\_ DRAW: \_\_\_\_\_ CHK: \_\_\_\_\_



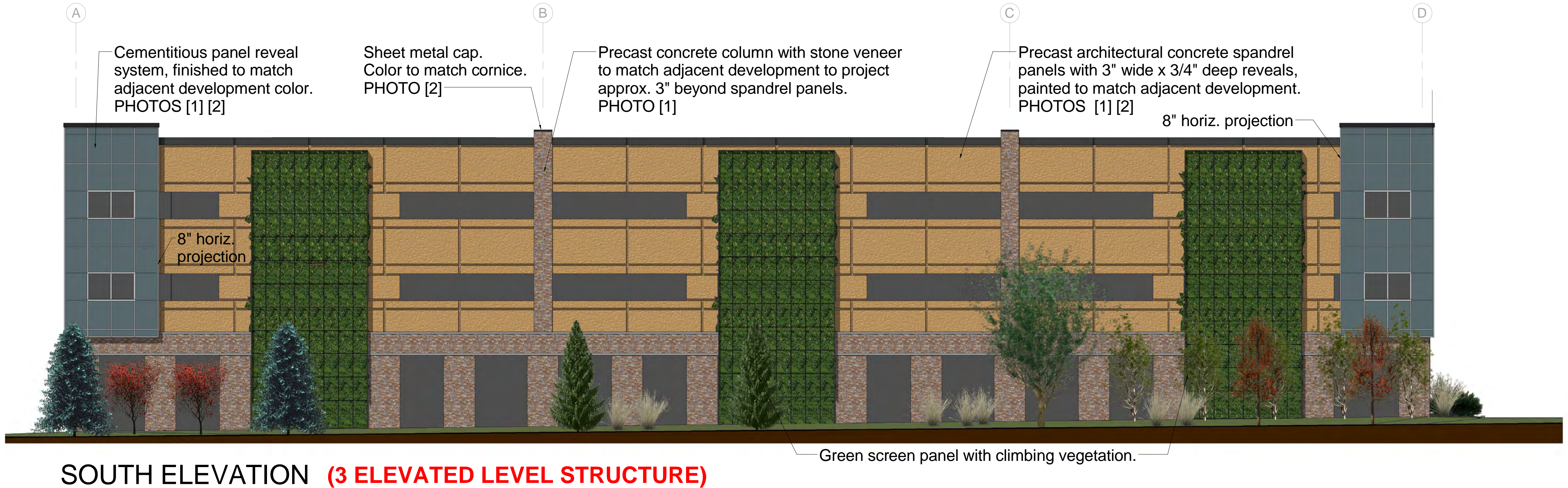
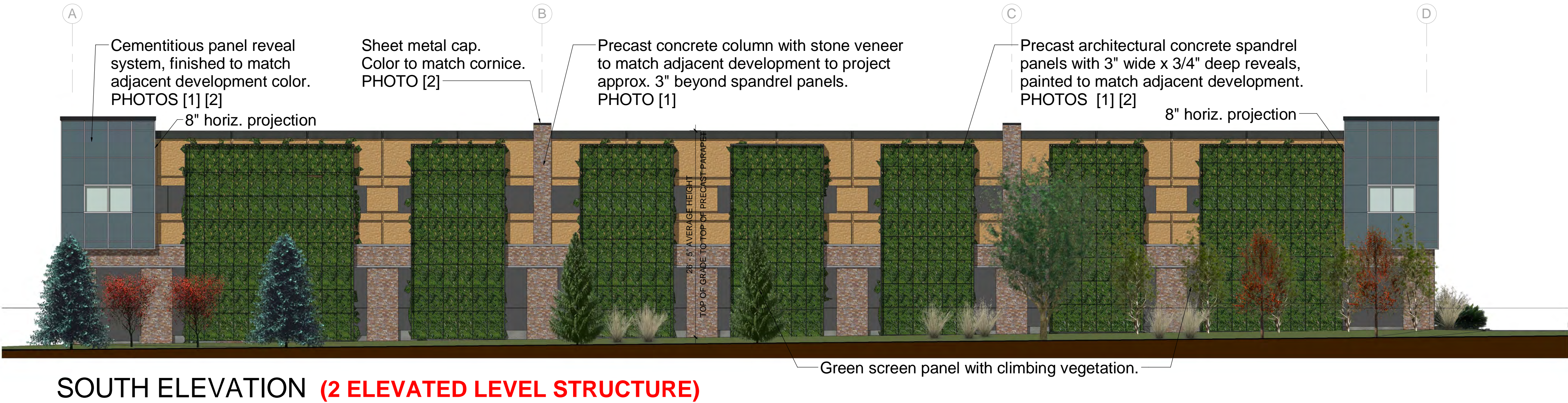


City of Fort Collins, Colorado  
UTILITY PLAN APPROVAL

APPROVED:	City Engineer	Date
CHECKED BY:	Water & Wastewater Utility	Date
CHECKED BY:	Sanitary Utility	Date
CHECKED BY:	Traffic Engineer	Date
CHECKED BY:	Public and Recreation	Date
CHECKED BY:	Environmental Planner	Date
CHECKED BY:		Date



SUMMIT SOUTH ELEVATION  
COMPARISON EXHIBIT





# The Summit on College - Comparison of Existing and Proposed Parking

8/22/2014

## History of TOD Parking Requirements

## Parking Structure Proposal Options

	TOD Standard at PDP November 2008	TOD Interim Standard (est. 2013)	Proposed TOD Standard	Current Summit On Site Parking	Total On Site Parking per Major Amendment Application (3 Elev Lvl)	Net Spaces Added per Major Amendment Application (3 Elev Lvl)	Total On Site Parking with Alternative Design (2 Elev Lvl)	Net Spaces Added per Alternative Design (2 Elev Lvl)	Parking Option Comparison (3 to 2 Elevated Levels)
<b>Residential Parking</b>	<b>no minimum to Unlimited</b>	<b>364 (min) - Unlimited *</b>	<b>499 - 574*</b>	<b>160</b>	<b>467</b>	<b>307</b>	<b>374</b>	<b>214</b>	<b>-30.29%</b>
Handicap Parking	13	Incl. Above	Incl. Above	13	17	4	17	4	0.00%
Employee Parking	N/A *	Incl. Above	Incl. Above	10	10	0	10	0	0.00%
Visitor Parking	N/A *	Incl. Above	Incl. Above	0	33**	33	33**	33	0.00%
Short term Parking	N/A*	Incl. Above	Incl. Above	8	8	0	8	0	0.00%
<b>TOTALS</b>	<b>No min to Unlimited*</b>	<b>364 - Unlimited*</b>	<b>499 -574*</b>	<b>191</b>	<b>535</b>	<b>344</b>	<b>442</b>	<b>251</b>	<b>-27.03%</b>
<b>Gross Parking %</b>	<b>1.9% +</b>	<b>54.7% +</b>	<b>75% - 86.3%</b>	<b>29%</b>	<b>80%</b>		<b>66%</b>		
<b>Residential Parking % (Resident Spaces Only)</b>				<b>24%</b>	<b>70%</b>		<b>56%</b>		

\* Parking requirements at time of PDP approval (2008) were not regulated (no min or max). The current (interim) TOD parking requirement only addresses minimum parking requirements, with no limit to the maximum number of spaces that may be provided . The currently proposed TOD standard allows for the number of spaces to exceed 115% of the minimum, provided that the excess spaces are provided in a parking structure.

\*\* 5% of total beds. The Summit on College accomodates up to 665 residents, plus staff and visitors

RESOLUTION 2014-063  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AMENDING AND READOPTING RESOLUTION 2014-050  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
MAKING FINDINGS OF FACT AND CONCLUSIONS OF LAW REGARDING THE  
APPEAL OF THE MARCH 19, 2014, ADMINISTRATIVE HEARING OFFICER  
DECISION REGARDING THE MAJOR AMENDMENT TO THE SUMMIT ON COLLEGE  
PROJECT DEVELOPMENT PLAN

WHEREAS, on March 19, 2014, Administrative Hearing Officer, Marcus McAskin (the "Hearing Officer") approved a major amendment to the Summit on College Project Development Plan (#130056) located west of the intersection of College Avenue and Stuart Street (the "Decision"); and

WHEREAS, on April 2, 2014, a Notice of Appeal of the Decision was filed by Jeffrey Leef, et. al, on behalf of the owners of a new restaurant known as The Laboratory (Appellant Leef); and

WHEREAS, on April 22, 2014, an Amended Notice of Appeal of the Decision was filed with the City Clerk by Councilmember Ross Cunniff (Appellant Cunniff); and

WHEREAS, on April 22, 2014, an Amended Notice of Appeal of the Decision was filed by Lester M. Kaplan as owner of the subject property located at 1801 South College Avenue (Appellant Kaplan); and

WHEREAS, Appellant Leef, et. al., Appellant Cunniff and Appellant Kaplan will hereinafter be referred to collectively as the Appellants; and

WHEREAS, on May 20, 2014, the City Council, after notice given in accordance with Chapter 2, Article II, Division 3, of the City Code, considered said appeals, reviewed the record on appeal, heard presentations from the Appellants and other parties-in-interest and, after discussion remanded the Decision to the Hearing Officer for further consideration; and

WHEREAS, City Code Section 2-57(g) provides that no later than the date of its regular meeting after the hearing of an appeal, City Council shall adopt, by resolution, findings of fact in support of its decision on the appeal, which the Council did in this appeal by the adoption of Resolution 2014-050 at its June 3, 2014, meeting.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS that, pursuant to Section 2-57(g) of the City Code, the City Council hereby amends and readopts Resolution 2014-050, by making the following findings of fact and conclusions of law:

1. That the grounds for appeal as stated in the Appellants' Notices of Appeal conform to the requirements of Section 2-48 of the City Code.

2. That the Hearing Officer did not fail to conduct a fair hearing by exceeding its authority or jurisdiction as contained in the Code or Charter of the City.
3. That the Hearing Officer did not fail to conduct a fair hearing by considering evidence relevant to its findings which was substantially false or grossly misleading.
4. That the Hearing Officer failed to properly interpret and apply Section 3.4.1(I)(2) of the Land Use Code with regard to the impact of the major amendment upon Spring Creek viewsheds; and Section 3.5.1(J) of the Land Use Code with regard to the number of off-street parking spaces.
5. That the Decision is hereby remanded to the Hearing Officer for further consideration of the impact of the major amendment on Spring Creek viewsheds and for consideration of the possible reduction of the size of the parking structure building and the reduction of the number of parking spaces in the structure to a number closer to the minimum parking requirements as established by Ordinance No. 121, 2013, and presently contained in Section 3.2.2(K)(1)(a) for multi-family development in the Transit-Oriented Development (TOD) Overlay Zone, with a view toward compliance with the Land Use Code sections set out in paragraph 4 above.
6. That except for those provisions in paragraph 4 above, the Hearing Officer did not fail to interpret and apply any other provisions of the Land Use Code including, without limitation, that the Hearing Officer did not fail to properly interpret and apply the following sections of the Land Use Code:
  - (a) Any subparts of Section 3.5.1, other than Section 3.5.1(J);
  - (b) Section 4.21(B);
  - (c) Section 5.1;
  - (d) Section 3.10;
  - (e) Section 2.2.10(B)(1);
  - (f) Section 3.2.2;
  - (g) Section 2.8.2;
  - (h) Section 5.1.2;
  - (i) Section 2.2.1; and
  - (j) Any subparts of Section 3.4.1 other than Section 3.4.1(I)(2).

Passed and adopted at an adjourned meeting of the Council of the City of Fort Collins  
this 22nd day of July, A.D. 2014.

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Mayor

ATTEST:

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City Clerk





**Planning, Development and  
Transportation Services**  
Current Planning  
281 North College Ave.  
P.O. Box 580  
Fort Collins, CO 80522-0580  
**970.221.6750**  
970.224.6134 - fax  
[fcgov.com/currentplanning](http://fcgov.com/currentplanning)

August 26, 2014

Marcus McAskin  
Widner Michow & Cox


RE: Video of City Council Appeal Hearing (May 20, 2014) for Summit Parking Structure

Mr. McAskin:

Please find attached two DVD videos of the appeal to City Council of your decision to approve the Summit Parking Structure. At the May 20, 2014 appeal hearing City Council remanded the project back to the Hearing Officer and provided direction in terms of Land Use Code interpretation. This video should serve as an attachment to the remand hearing (September 4, 2014) staff report that will be delivered via email prior to 6 P.M. on Thursday, August 28, 2014.

Please contact me with any questions.

Best regards,



**Seth E. Lorson, AICP | City Planner**  
City of Fort Collins  
281 N. College Avenue  
Fort Collins, CO 80522  
970.224.6189  
[slorson@fcgov.com](mailto:slorson@fcgov.com)



ITEM NO \_\_\_\_\_

HEARING DATE March 5, 2014

STAFF Seth Lorson

## ADMINISTRATIVE HEARING

### STAFF REPORT

**PROJECT:** The Summit on College Parking Structure FDP #130056

**APPLICANT:** Walker May  
Capstone Development Corp.  
431 Office Park Drive  
Birmingham, AL 35223

**OWNER:** Fort Collins Associates, L.P.  
431 Office Park Drive  
Birmingham, AL 35223

#### PROJECT DESCRIPTION:

This project proposes to construct a parking structure consisting of 440 parking spaces. It is proposed to be built over the top of the existing surface parking lot resulting in a net gain of 352 spaces over existing conditions. The parking structure consists of 4 levels, including parking on the roof, for an overall height of 3 ½ stories.

The site is located just west of the intersection of South College Avenue and Stuart Street, where Stuart Street dead ends into the railroad tracks and the future MAX Bus Rapid Transit line. The lot is zoned General Commercial (C-G) and is also within the Transit-Oriented Development (TOD) Overlay Zone. The proposal is processed as a Major Amendment to the approved Choice Center (The Summit on College) Project Development Plan and is subject to review by an Administrative Hearing Officer at a public hearing.

The project is requesting a Modification of Standard for a drive aisle width of 15 feet instead of the required 20 feet.

## **RECOMMENDATION:**

Staff recommends approval of The Summit on College Parking Structure FDP #130056 with the following conditions of approval:

1. The Capstone property is partially located within the FEMA-regulated Spring Creek 100-year high risk floodplain and floodway. The project shall comply with all applicable sections of Chapter 10 of the Fort Collins Municipal Code (Ch. 10 Code).
2. Capstone and its consultants and subconsultants shall execute all components of the action plan for amendment of the Floodplain Use Permit (FPUP) #11048 as outlined in the memorandum from Walker P. May on February 14, 2014. Specifically, all of the 5 bulleted items included in said memo shall be completed and approved prior to the issuance of a FPUP for any site work or building construction.
3. An approved FPUP and no-rise certification must precede any site work, building construction, or building or grading permits. No development work, as defined in Section 10-16 of the Ch. 10 Code, shall commence until the FPUP and no-rise certification are approved by the City of Fort Collins Floodplain Administration. The FPUP and no-rise documentation must clearly document compliance with the Floodproofing or venting requirements of Ch. 10 Code if elevation requirements of Section 10-37 cannot be satisfied. Capstone and its consultants and subconsultants shall complete all applicable items included in the City of Fort Collins Floodproofing Guidelines, provided previously by e-mail exchange and available online at [http://www.fcgov.com/utilities/img/site\\_specific/uploads/fp-floodproofing.pdf](http://www.fcgov.com/utilities/img/site_specific/uploads/fp-floodproofing.pdf).
4. A pre-construction FEMA Elevation Certificate shall be provided as part of the no-rise certification materials, and must be approved prior to obtaining any grading or building permits.
5. All no-rise certifications shall be re-certified by the professional engineer of record prior to obtaining a certificate of occupancy on the site. The no-rise re-certification shall include a FEMA Elevation Certificate of as-built conditions, and a certificate of occupancy shall not be issued until the as-built Elevation Certificate is approved by City of Fort Collins Floodplain Administration.

## **EXECUTIVE SUMMARY:**

Capstone Development Corp. is proposing a parking structure in order to provide additional parking for the tenants of The Summit on College (The Summit) which has 665 bedrooms in 220 units. Currently, the project provides 185 parking spaces serving



27.8% of the bedrooms, as a ratio of parking spaces to bedrooms. The project proposes to add 352 parking spaces for a total of 537 spaces serving 80.8% of the bedrooms, as a ratio of parking spaces to bedrooms.

The purpose of the parking structure is to relieve the “spill-over” parking that is being experienced in adjacent neighborhoods to the south and east of The Summit, and for the student housing development to remain competitive and marketable. Property and business owners directly to the east have expressed opposition to the project noting that it will contribute to the massing along College Avenue and that it is inconsistent with City policies and the original approval.

The structure itself is constructed primarily with precast concrete spandrel panels with reveals. The ground level has a stone veneer with matching accent columns stretching the entire height of the building. Cementitious panel elements with windows are protruding on corners and in several locations along the façade to break up the overall size of the building. The exterior panels are painted to match the existing Summit buildings. The roofline is capped with a sheet metal cornice.

In an effort to bring the Summit project into compliance with current Land Use Code (LUC) standards, this proposal is including an additional 272 bicycle parking spaces configured in a mix of outdoor bike racks, sheltered and secured bike racks, and indoor bike stands available at tenant request.

The 3 ½ story structure is sited with vehicular access from the north (toward the existing Summit residences) with a drive aisle continuing west from Stuart Street. A pedestrian sidewalk is provided along the east side leading to Creek Side Park to the south. City Staff has worked with the development team to ensure an adequate landscape buffer between the park and the parking structure by accepting a fee-in-lieu of constructing/planting the full landscape plan until after the City’s Parks and Stormwater Departments are done improving the Spring Creek channel and surrounding banks (anticipated in 2016). The parking structure is partially sited in the Spring Creek floodplain and is taking measures to ensure compliance with floodplain requirements. Because of the floodplain, no landscaping is permitted along the west side of the structure.

## COMMENTS:

### 1. Background

The site is in the General Commercial (C-G) Zone District and the TOD Overlay Zone. The purpose of the TOD Overlay Zone is to encourage transit-supported, compact, walkable infill and redevelopment projects. Adopted in 2006-07, the TOD Overlay Zone standards removed minimum parking requirements for mixed-use and multi-family dwellings. The intent was to incentivize redevelopment on challenging infill sites, show commitment to the MAX Bus Rapid Transit (BRT) investment, and to encourage urban densities as a result of the Growth Management Area (GMA). The amount of parking was expected to be driven by market demand, balancing the need to provide adequate parking as an amenity, with the constraints of maximizing development potential on difficult infill sites.

The Summit was approved as Choice Center in 2011 as a transit-oriented development which is why the parking currently provided is lower than is required outside the TOD Overlay Zone. When asked about the lower amount of parking, which is now deemed to be inadequate, the applicant responded as follows:

*During the early planning and design phases of The Summit, Capstone anticipated that we would be able to provide on-site parking for roughly 50% of our 665 beds and 7,400 sf of retail development. As it turned out, to meet City and FEMA regulations for storm water and flood mitigation, we were only able to build on-site parking for about 30% of our residents. Our strategy and hope was that roughly 30 to 50% of our residents annually would be able to park on campus with commuter passes, and roughly 20 to 30% of our residents annually would not have a car.*

*Working closely with senior City officials who led discussions with CSU officials, Capstone believed a verbal understanding was reached with CSU officials that residents of The Summit would be able to park without restriction in designated commuter parking lots on the CSU campus. Capstone and City officials sought to have this understanding confirmed in writing by CSU, but we and City officials were told that since this was consistent with CSU's parking policies, no special dispensation or agreement was needed or desired by CSU. Since several of CSU's storage parking lots were in the southeast quadrant of the campus and thus convenient to The Summit, we marketed this parking option to our residents during the months leading to our initial opening in August 2013, and indicated*

*Capstone would purchase the first year commuter parking pass for residents choosing this parking option. (Roughly 200 residents elected this parking option during the pre-leasing phase, roughly 161 opted for an on-site, reserved space, and roughly 174 indicated they would not need either parking option).*

*In the summer of 2013, just months before our scheduled opening, Capstone was informed by CSU officials that with the loss of on-campus parking spaces to the BRT and other developments on-campus, that CSU would not be able to issue permits allowing Summit residents to park on an extended basis in on-campus commuter lots. This was a major departure from the understanding we believed we had, and from CSU's stated policies. As a result, much discussion ensued between Capstone, City and CSU officials about whether this decision could be changed or postponed, and if not, how we could ease or overcome the impact of this decision both near term (in the first operating year), and long term (in future operating years).*

The City has heard from many community members that spill-over parking from Summit into their neighborhood has impacted their ability to park and to accommodate guests.

## **2. Public Comment Discussion**

Adjacent property owner, Les Kaplan, and business owners Jeffrey Leef, David Rose and Angela King have provided comment letters in opposition to the proposed parking structure (attached). They have five primary concerns:

1. *Off-site parking* should be required, as it was part of the approval for URA funding and it encourages transit use.
2. The project should be marketed as a "transit-oriented development," with full disclosure to students and parents that parking is limited.
3. The parking demand evaluation should not be completed until after the MAX is operational and can fulfill the intent of a TOD development.
4. A bike and pedestrian path extending to the north to Prospect Road was required to be built by The Summit, but has not yet happened.
5. The project is adding to the building massing along College Avenue and blocks views of the mountains.

The first four concerns were forwarded to the applicant to which their responses are as follows. The concern regarding *views of the mountains* is addressed by the Land Use Code for buildings greater than 40 feet in height. Because the proposed parking structure is less than 40 feet in height, Section 3.5.1(G)(1)(a)(1) *Views* is not applicable.



**1. Off-site parking should be required, as it was part of the approval for URA funding and it encourages transit use.**

*Capstone was and remains committed to provide a significant percentage of parking for Summit residents in off-site, shared parking lots. We have concluded, however, that we need to provide at least 60 to 80% parking on-site in order for our community to be marketable and economically viable. (Background to this discussion is found in the previous section of this staff report.)*

*During the summer and early fall of 2013, Capstone officials spent months evaluating and pursuing alternative off-site parking options with CSU, City staff, and various landowners, churches, retailers with large unused parking areas, and brokers in the area. These explorations yielded little in the way of satisfactory, workable, sustainable parking alternatives. CSU ultimately agreed to provide commuter storage parking for one year for only 150 residents, in a lot that was over 1 mile from The Summit. Capstone purchased parking passes in this lot for all students who would use them, but the designated location (in Lot 240), proved too far and not particularly appealing to Summit residents. After searching the Midtown Corridor, we ultimately were able to lease enough spaces to meet demand in the nearby Discount Tire lot and in a remote lot we improved and leased from the Foothills Assembly Church (roughly 1.2 miles south of The Summit). We have utilized shuttle transportation to provide access to this remote parking location.*

*Going forward, the CSU Lot and the Discount Tire lot will not be available beyond this first operating year (assuming Discount Tire goes through with its plans to rebuild its College Avenue store); Foothills Assembly has been approached by the City for BRT parking. Additionally, each of these off-site options are at distances and locations that the majority of Summit tenants have told us is unacceptable, contributing to the overflow parking into neighborhoods and businesses surrounding our development.*

*As Capstone approaches the renewal and re-leasing of The Summit for Operating Year 2, it is clear that the shortage of on-site parking is proving to be a leasing dis-incentive, as we are currently only 19% leased for the 2014-15 operating year. By comparison, we only have 39% of the new leases this year as we had at the same time last year, which is alarming considering we*



*were under construction. Capstone, our equity investment partners, and our lender are very concerned about this situation and the clear negative feedback we have received from residents and prospects about our on-site parking deficiency.*

*Given the low tolerance of most Summit residents and prospective students for non-proximate off-site parking, we have concluded that for the Summit to maintain economic viability, and avoid catastrophic results, we will need to provide on-site parking for 60% to 70% of our residents, another 2.5 % handicap spaces, and 5% parking for visitors and guests. This ratio is consistent with the policy we understand the City has adopted on an interim basis for TOD zones and student housing generally. We have further concluded that we can only achieve this improvement in the overall on-site parking ratio by constructing a multi-level parking structure on the surface parking lot south of our Building 1. Even after constructing this structure, this will leave roughly 31% of the total beds without on-site parking spaces. So it will continue to be our goal to attract this percentage of residents annually who will (a) not have a car, or (b) be willing to accept an off-site shared or storage parking solution.*

**2. The project should be marketed as a “transit-oriented development,” with full disclosure to students and parents that parking is limited.**

*The Summit management and leasing staff, through handout materials, posters, website and verbal communications, has and continues to represent that The Summit is a walking and biking friendly community located in a transit-oriented district adjacent to the (future) MAX BRT, with limited on-site parking. Our lease states, “Parking is limited and subject to change”.*

**3. The parking demand evaluation should not be completed until after the MAX is operational and can fulfill the intent of a TOD development.**

*Based on a recent survey of residents, approximately 75% of our residents own cars and require storage parking. While the MAX Bus Rapid Transit will undoubtedly reduce the need for daily use of cars, it will not reduce the need for storage parking and we do not see that need decreasing materially in the foreseeable future. The feedback from current and prospective Summit residents is that the lack of resident and guest parking is the primary negative in considering a re-lease or lease at The Summit for next year. The need for at least 60% to 70% on-site parking is supported by resident feedback as well as the City’s adoption of recent parking minimums in the Land Use Code for*



*TOD projects. Our survey of Summit residents indicates that a majority (approximately 73% of students), walk or bike to campus on a daily basis, which indicates our efforts to encourage residents to utilize alternate forms of transportation whenever possible is succeeding. However, a vast majority still depend on their cars to travel to work, home, or to run errands.*

**4. A bike and pedestrian path extending to the north to Prospect Road was required to be built by Summit but has not yet happened.**

*Capstone has for some time been working with one of our neighboring property owners to the north of The Summit to amend the easement for the bike path to allow for a slight reconfiguration of the pedestrian and bicycle pathway. This is being done in a cooperative effort to minimize the impact on the neighbor's existing parking. The neighboring property owner is working with his lenders to obtain approval, which is reported to be imminent. We have a contractor lined-up to perform this work to create the pedestrian and bicycle pathway and we anticipate beginning construction this spring (late March/ early April), once local asphalt plants are back operational. We believe this pathway will further encourage bike/ pedestrian traffic flow, but on-site storage parking will still be needed.*

**3. Surrounding Zoning and Land Uses.**

Surrounding zoning and land uses are as follows:

Direction	Zone District	Existing Land Uses
North	General Commercial (C - G)	Retail and Restaurant
South	General Commercial (C - G)	Creekside Park
East	General Commercial (C - G) and Low-Density Mixed-Use Neighborhood (L – M – N)	Retail along College Avenue and single- and multi- family residential farther to the east
West	Employment (E) and CSU	Burlington Northern Railroad, MAX guideway, Spring Creek Trail, and vacant land.

**4. Compliance with Division 4.21, Applicable C-G Zone District Standards.**

Staff finds that the Summit Parking Structure Major Amendment complies with the applicable standards in Division 4.21 General Commercial District, as explained below.



Section 4.18 (A) Purpose:

The purpose of the General Commercial District is as follows:

*The General Commercial District is intended to be a setting for development, redevelopment and infill of a wide range of community and regional retail uses, offices and personal and business services. Secondly, it can accommodate a wide range of other uses including creative forms of housing.*

*While some General Commercial District areas may continue to meet the need for auto-related and other auto-oriented uses, it is the City's intent that the General Commercial District emphasize safe and convenient personal mobility in many forms, with planning and design that accommodates pedestrians.*

The proposed parking structure supports the existing multi-family housing development and the project is providing adequate pedestrian connections and bicycle facilities. The applicant anticipates completion of the bicycle/pedestrian connection to Prospect Road by late March or early April 2014.

Section 4.21(B) - Permitted Use:

The proposed parking structure is considered an accessory use to the existing multi-family housing development and is thus permitted as a Major Amendment to the existing development plan. Major Amendments are processed in the same manner as required for the original approval so, in this instance; it is subject to Administrative Review.

Section 4.21(E) – Development Standards:

This standard requires pedestrian-oriented outdoor spaces to be placed next to activity areas that generate the users. This proposal is connecting to the existing network of plazas and sidewalks to the north and the public park to the south.

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

Staff finds that The Summit on College Parking Structure Major Amendment complies with all applicable General Development Standards, as explained below.

Section 3.2.1 – Landscaping and Tree Protection:

Standards in this section require a fully developed landscape plan that addresses relationships of landscaping to the street, the building, abutting properties, and users on site. The project does not abut a public street and therefore is not required to provide



street trees. The landscape plan provides for dense landscaping along the east side of the property. The developer is providing a fee-in-lieu of constructing/planting the full landscape buffer area to the south until after the City's Parks and Stormwater Departments are done improving Spring Creek (anticipated in 2016).

**Section 3.2.2 – Access, Circulation and Parking:**

Standards in this section require safe, convenient, efficient, parking and circulation improvements that add to the attractiveness of the development.

At the time that The Summit developed, there were not minimum parking requirements within the TOD Overlay Zone for multi-family and mixed-use developments. Currently, there are minimum parking requirements both inside and outside the TOD Overlay Zone as indicated in the chart below (Sec. 3.2.2(K)).

	Summit Parking Analysis					
665 Total Bedrooms In 220 units	Existing Parking	Required Outside TOD	(required spaces per unit)	Required Within TOD	(required spaces per unit)	Proposed Parking
18 1-Bd Units		27	(1.5)	19.8	(1.1)	
54 2-Bd Units		91	(1.75)	62.4	(1.2)	
53 3-Bd Units		100	(2.0)	70	(1.4)	
95 4-Bd Units		303	(3.0)	212.1	(2.1)	
Total Spaces	185	521		364		537
% of Bds to Spaces	27.8%	78.4%		54.7%		80.8%

The proposed increase in parking will create a total of 537 parking spaces including 12 staff spaces, 33 guest spaces, 8 short term spaces, 18 handicap spaces, and 466 leaseable spaces. With the proposed parking, 80% of bedrooms in the residential development will have an on-site parking space.



The applicant is requesting a modification to the drive aisle standard that requires a 20 foot wide drive aisle for diagonal parking at a 60 degree angle. The modification request is for one one-way drive aisle per floor of the parking structure. Further analysis of this request is in the modification section of this report.

Section 3.2.2(C)(4) – Bicycle Parking Space Requirements:

This standard requires at least one bicycle parking space per bedroom (665 spaces). 60% must be enclosed (399 spaces) and 40% must be fixed (266 spaces).

The applicant has requested to meet the requirements of this section through alternative compliance as permitted in Sec. 3.2.2(C)(4)(c). (Request and plans are attached.)

Adding to the existing 393 fixed bike spaces at Summit, this proposal will add 36 – 42 fixed bike spaces in the limited spaces around the residential buildings, an additional 112 – 118 in the parking garage in secured and covered spaces, and offer up to 118 bike stands for tenants to use within their units. This will provide a total of 665 bike parking spaces, equal to one per bedroom. Because the residential portion of this development was developed prior to these bike parking standards, the development did not originally provide additional space either within each unit or in the hallways for bike storage, as is commonly seen with multi-family developments. Staff finds that the additional bike parking that is being provided as an augmentation to an existing development plan accomplishes the purposes of this section equally well or better than would a plan that complies entirely with the standards of this section.

Section 3.2.3 – Solar Access, Orientation, Shading

The section requires that buildings not cast a shadow greater than that of a hypothetical 25 foot tall wall on the property line on the shortest day of the year (Dec. 21 between 9 am and 3 pm). The shadow study shows that the proposed parking structure does not cast a shadow larger than permitted in this section.

Section 3.4.1 – Natural Habitats and Features

This section applies to any development within 500 feet of a natural habitat or feature, in this case Spring Creek, to ensure protection of said habitat or feature. The project's Ecological Characterization Study reports that the proposed parking structure is just north of Spring Creek and abuts Creekside Park. A Natural Habitat Buffer Zone is proposed to buffer the development from Spring Creek. The standard buffer requirement for Spring Creek is 100' (Section 3.4.1(E)(1)), and the approved plans for the Summit provided an average 100' buffer to the creek. The site's habitat value is largely contained within the adjacent creek corridor; this corridor is highly impaired due



to College Avenue, the railroad, and the lack of woody vegetation cover. The site has also been evaluated for Threatened and Endangered species and no suitable habitat for such species was observed on the site.

To meet the standards associated with Section 3.4.1, the project has proposed to apply the performance standards contained in Section 3.4.1(E). The plans for the parking structure would reduce the 100-foot buffer to: about 60 feet over a 60-foot length; 60 to 80 feet over a 30 foot length; and 70 to 80 feet over an 80-foot length.

The project meets the standards in Section 3.4.1 by incorporating the following elements into the design:

- No fencing is proposed between the creek and the development, which will allow for wildlife movement across the site (Section 3.4.1(E)(1)(b)).
- As the buffer area proposed is less than 100', the applicant has incorporated native plantings and extensive screening to ensure that the ecological value of the Spring Creek corridor is protected and enhanced to the maximum extent feasible. This will be achieved in two ways. First, the project proposes to install a multi-structured vegetation screen that includes 104 trees and shrubs and a native grass seed mix. Second, the applicant will provide a fee-in-lieu payment to the City of Fort Collins to enhance the planned restoration of Spring Creek, anticipated within the next two years. A conceptual landscape plan has been developed to determine the fee-in-lieu amount (Section 3.4.1(E)(1)(g)).
- There is no light spillover into the buffer zone to minimize impacts to the area as a wildlife corridor (Section 3.4.1(E)(1)(e)).

#### Section 3.2.4 – Site Lighting:

All lighting is down-directional with sharp glare cutoff fixtures. No foot-candles levels exceed one-tenth as measured 20 feet from property lines as required under this standard. This section requires that maximum on-site lighting shall not exceed 10 foot-candles and yet inside the parking structure the light levels during the day reach levels in excess of 50 foot candles and then at night a photocell will automatically reduce the light level below the maximum of 10 foot-candles.

#### Section 3.5.1 – Building and Project Compatibility:

Standards in this Section require compatibility with the context of the surrounding area in terms of building size, massing proportions, design character and building materials. Where the established character of the relevant area is not definitively established, or is



not consistent with the purposes of the Land Use Code, projects must set an enhanced standard appropriate for the area.

The proposed parking structure is compatible with surrounding development in terms of building size, height, bulk, mass, and scale in that it is 3 ½ stories tall (37'-9" with one stair tower extending to 49'-4"). The building to the east (known as the Maytag Building) is one story with a garden level and approximately 100 feet in length, and directly to the north is the residential portion of Summit which is 4 and 5 stories in height and a maximum length of 560 feet. The east and west sides of the parking structure is 230 feet in length and the north and south sides are 175 feet in length.

The building materials and colors are designed to clearly indicate that it is part of the Summit development. It is constructed primarily with precast concrete spandrel panels with reveals. The ground level has a stone veneer with matching accent columns stretching the entire height of the building. Cementitious panel elements with windows are protruding on corners and in several locations along the façade to break up the overall size of the building. The panels are painted to match the existing Summit buildings. The roofline is capped with a sheet metal cornice.

#### Section 3.5.3 – Mixed-Use, Institutional and Commercial Buildings:

This section is intended to promote human scale development and to create attractive street fronts and walkways. Staff worked extensively with the applicant in order to bring the project into compliance with these standards.

Buildings are supposed to orient to streets and utilize connecting walkways (Sec. 3.5.3(C)). The proposed parking structure is not abutting a public street and sits at the end of a private drive used to access the garage which is currently a parking lot. The site plan does provide a connecting sidewalk both to the residential portion of the development and to the public park to the south. This sidewalk connects to doorways on the east side that lead to the vehicle parking and bike parking.

The building is required to vary its building mass so that it does not exceed a height:width ratio of 1:3 without projecting or recessed elements and shall relate to the interior spaces (Sec. 3.5.3(D)). The building provides stone veneer pillars and projections of cementitious siding and panels in varied colors to break up the massing of the building.

The building may not have blank walls or building bays exceeding 30 feet in width without incorporating architectural features, and also have recognizable base and top



treatments (Sec. 3.5.3(E)). The principal material is precast architectural concrete spandrels with 3" wide and ¾" deep reveals to add visual interest. The voids that open into the parking garage are broken up with vertical concrete spans. The entire base is stone veneer protruding out from the concrete face. Each stone veneer pillar and cementitious projection panel extends above the concrete roofline providing variation and all rooflines are capped with sheet metal cornices.

Section 3.6.4 – Transportation Level of Service:

A Traffic Engineering Study was submitted and accepted by the City's Traffic Operations Department. Staff finds that the project adequately provides vehicular, pedestrian and bicycle facilities necessary to maintain the City's adopted standards Levels of Service.

Section 3.10 – Transit-Oriented Development (TOD) Overlay Zone

The standards in this section are to encourage land uses, densities, and design that enhance and support transit and mixed-use walkable developments.

Where parking structures face the street, they are required to be wrapped in retail and other uses. The proposed parking structure does not face the street and thus this standard is not applicable.

The site plan is required to provide outdoor gathering spaces (Sec. 3.10.3). This proposal is incorporating into an existing development that already includes plazas and courtyards. A public park is directly to the south with a connecting walkway, along which are benches.

The auto entrances are required to minimize pedestrian/auto conflicts (Sec. 3.10.4). The auto entrance to the garage is oriented so that pedestrians will not be crossing in front of vehicles. The west side of the entrance directly abuts the floodplain in which there are no pedestrian improvements.

Buildings in the TOD Overlay Zone are required to be constructed with high quality materials and utilize neutral or earth tone colors (Sec. 3.20.5(C)). The entire base level façade is constructed with stone veneer and the upper section is tinted concrete. Both materials are noted in this section as acceptable.



**6. Compliance with Modification of Standards (2.8) – Drive Aisle Width (3.2.2(L):**

The project is requesting a Modification of Standard for a drive aisle width of 15 feet instead of the required 20 feet found in Section 3.2.2(L) Table A for parking angled at 60 degrees for one drive aisle on each of 4 levels of the parking structure.

The applicant asks that the Hearing Officer find that the requested modification be granted on the grounds that is not detrimental to the public good and that the plan as submitted will promote the general purpose of the drive aisle width for which the modification is requested equally well or better than would a plan which compiles with the drive aisle width as required in Section 3.2.2(L).

The applicant hired parking consultants Desman Associates to analyze the proposed modification. The National Parking Association (NPA) has classified Level Of Service (LOS) for parking based on the conditions of the situation. In this case the applicant is basing the analysis on a composite vehicle that is in the 85<sup>th</sup> percentile for size: Chevrolet Traverse and the user familiarity as “low turnover”. The NPA LOS chart for these categories recommends a drive aisle width of 15’-4” for a LOS B. Please see the attached modification request for more details.

**FINDINGS OF FACT AND CONCLUSION:**

In evaluating the request for The Summit on College Parking Structure FDP #130056, staff makes the following finding of fact and conclusions:

- A. The request for a modification of standard to permit a reduction in the drive aisle width (Sec. 3.2.2(L)) is not detrimental to the public good and will promote the general purpose of the standard for which the modification is requested equally well or better than would a plan which compiles with said standard because the drive aisle width as proposed is considered wide enough to garner a Level Of Service B by national standards.
- B. The Major Amendment contains permitted uses and complies with the applicable land development standards of the General Commercial District in Article 4, Division 4.21 of the Land Use Code.
- C. The Major Amendment complies with the applicable General Development Standards of Article 3 of the Land Use Code with the exception of the requested modification of standard.



- D. The Major Amendment complies with the applicable procedural and administrative requirements of Article 2 of the Land Use Code.

**RECOMMENDATION:**

Staff recommends approval of The Summit on College Parking Structure FDP #130056 with the following conditions of approval:

1. The Capstone property is partially located within the FEMA-regulated Spring Creek 100-year high risk floodplain and floodway. The project shall comply with all applicable sections of Chapter 10 of the Fort Collins Municipal Code (Ch. 10 Code).
2. Capstone and its consultants and subconsultants shall execute all components of the action plan for amendment of the Floodplain Use Permit (FPUP) #11048 as outlined in the memorandum from Walker P. May on February 14, 2014. Specifically, all of the 5 bulleted items included in said memo shall be completed and approved prior to the issuance of a FPUP for any site work or building construction.
3. An approved FPUP and no-rise certification must precede any site work, building construction, or building or grading permits. No development work, as defined in Section 10-16 of the Ch. 10 Code, shall commence until the FPUP and no-rise certification are approved by City of Fort Collins Floodplain Administration. The FPUP and no-rise documentation must clearly document compliance with the Floodproofing or venting requirements of Ch. 10 Code if elevation requirements of Section 10-37 cannot be satisfied. Capstone and its consultants and subconsultants shall complete all applicable items included in the City of Fort Collins Floodproofing Guidelines, provided previously by e-mail exchange and available online at [http://www.fcgov.com/utilities/img/site\\_specific/uploads/fp-floodproofing.pdf](http://www.fcgov.com/utilities/img/site_specific/uploads/fp-floodproofing.pdf).
4. A pre-construction FEMA Elevation Certificate shall be provided as part of the no-rise certification materials, and must be approved prior to obtaining any grading or building permits.
5. All no-rise certifications shall be re-certified by the professional engineer of record prior to obtaining a certificate of occupancy on the site. The no-rise re-certification shall include a FEMA Elevation Certificate of as-built conditions, and a certificate of occupancy shall not be issued until the as-built Elevation Certificate is approved by City of Fort Collins Floodplain Administration.



**ATTACHMENTS:**

1. Site Plan
2. Landscape Plan
3. Elevations
4. Floor Plans
5. Plat
6. Photometric Plan
7. Shadow Study
8. Bike Parking Alternative Compliance Request
9. Drive Aisle Modification Request
10. Ecological Characterization Study
11. Ecological Characterization Study Checklist
12. Fee in Lieu Estimate for Landscape Buffer
13. Transportation Impact Study Memorandum
14. Public Comments



FORT COLLINS ASSOCIATES, L.P.

SUMMIT PARKING GARAGE - SITE PLAN

FORT COLLINS, CO

City Of Fort Collins, County Of Larimer, State Of Colorado

CHOICE CENTER 2ND FILING

PROJECT ADDRESS:  
1653 S. College Avenue through 1807 S. College Avenue, Fort Collins, CO 80525

JANUARY 2013

Property Description

**CHOICE CENTER 2ND FILING LEGAL DESCRIPTION:**  
A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
LOT 1 OF CHOICE CENTER, RECORDED AT RECEPTION NO. 20110065030;  
ALSO DESCRIBED AS:  
BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 1 OF CHOICE CENTER;  
THENCE THE FOLLOWING SIX COURSES ALONG THE PERIMETER OF SAID LOT 1:  
1. NORTH 89°40'38" EAST A DISTANCE OF 55.15 FEET;  
2. SOUTH 45°27'16" EAST A DISTANCE OF 67.77 FEET;  
3. SOUTH 81°48'40" EAST A DISTANCE OF 104.13 FEET;  
4. NORTH 01°11'13" EAST A DISTANCE OF 35.13 FEET;  
5. SOUTH 89°38'48" EAST A DISTANCE OF 35.26 FEET;  
6. SOUTH 00°07'07" EAST A DISTANCE OF 802.38 FEET;  
7. SOUTH 89°53'58" WEST A DISTANCE OF 18.92 FEET;  
8. SOUTH 00°23'51" WEST A DISTANCE OF 294.31 FEET;  
9. NORTH 89°36'51" WEST A DISTANCE OF 307.51 FEET;  
10. NORTH 06°12'38" EAST A DISTANCE OF 532.67 FEET TO A POINT OF CURVATURE;  
11. 503.62 FEET ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 4573.35 FEET, THROUGH A CENTRAL ANGLE OF 6°18'34", AS SUBTENDED BY A CHORD BEARING NORTH 03°03'21" EAST A DISTANCE OF 503.37 FEET;  
12. NORTH 00°05'56" WEST A DISTANCE OF 89.61 FEET TO THE POINT OF BEGINNING;  
  
THE ABOVE TRACT CONTAINS 293,657 SQUARE FEET OR 6.741 ACRES, MORE OR LESS.

Signatures and Approvals

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by the Current Planning  
Director of the City of Fort Collins, Colorado.

\_\_\_\_\_  
Current Planning Director

OWNER:

**Capstone Development Corporation**, being all the lawful recorded owners of the Spring Court Subdivision on this Project Development Plan, except any existing public streets, roads, or highways, do hereby certify that I/we accept the conditions and restrictions set forth on said plan and in the conditions of approval by the City of Fort Collins, dated \_\_\_\_\_, and that I/we consent to the recordation of any information pertaining thereto.

BY: \_\_\_\_\_ DATE: \_\_\_\_\_.

STATE OF COLORADO )  
 )ss.  
COUNTY OF LARIMER )

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

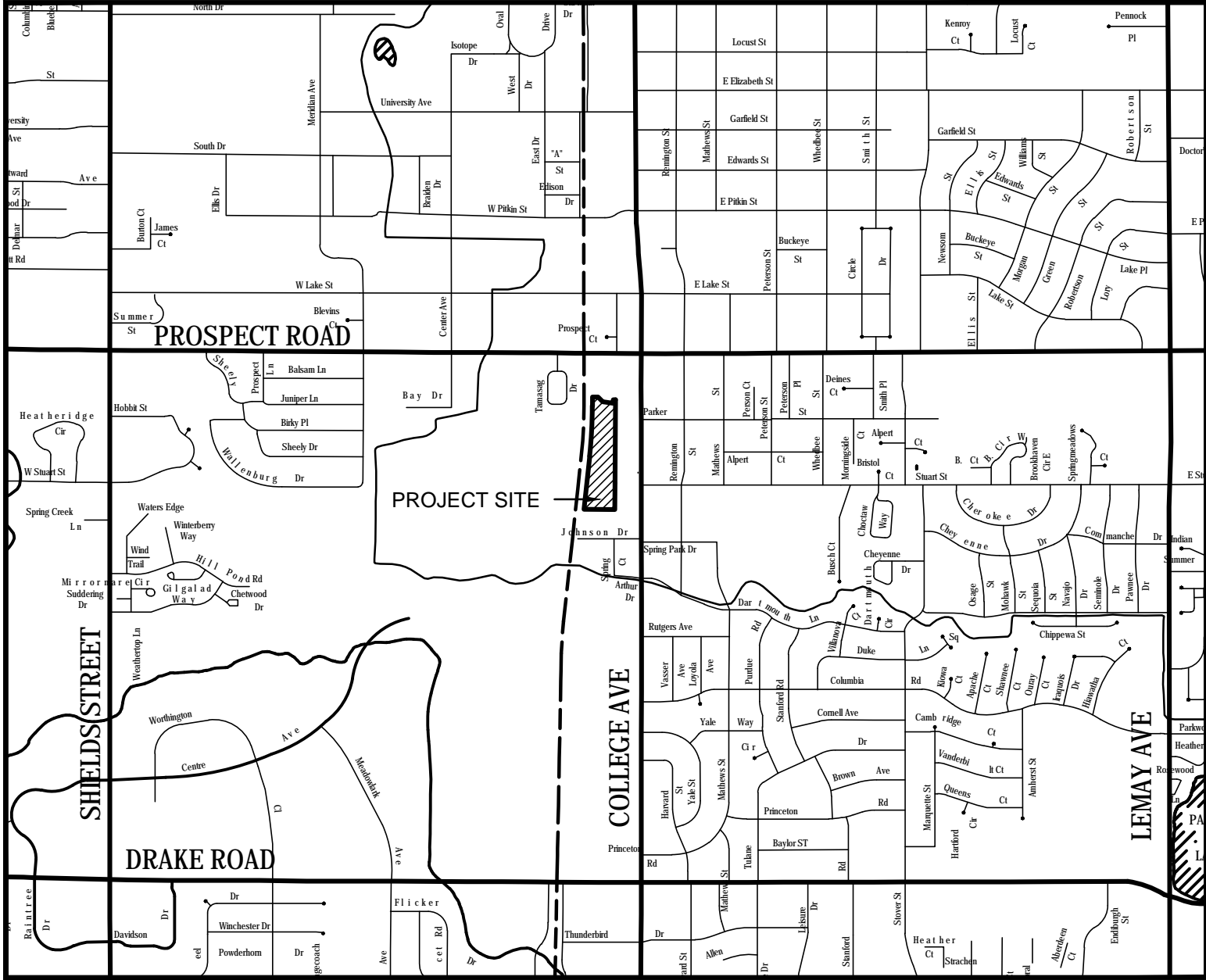
by \_\_\_\_\_ as \_\_\_\_\_ of \_\_\_\_\_.

Witness my hand and official seal.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

Vicinity Map



SCALE 1"=1500'

Project Benchmark

PRIMARY BENCHMARK: C-322, MARKED "C-322 RESET 1959" LOCATED IN THE NORTHWEST WINGWALL OF THE BRIDGE FOR COLLEGE AVENUE OVER SPRING CREEK; ELEVATION: 4986.22 FEET, CITY OF FORT COLLINS DATUM (NGVD 1929 - UNADJUSTED).

SECONDARY BENCHMARK: 28-92, WATER VALVE PIT LOCATED AT THE SOUTHWEST CORNER OF WEST PROSPECT ROAD AND CENTRE AVENUE; ELEVATION: 5007.48 FEET, CITY OF FORT COLLINS DATUM (NGVD 1929 - UNADJUSTED)

Project Contacts

Landscape Architect

**TST Inc. Consulting Engineers**  
760 Whalers Way, Bld C, Suite 200  
Fort Collins CO, 80525  
PH: (970)-226-0557  
FAX: (970) 226-0204

Civil Engineer

**JVA, Incorporated**  
1319 Spruce Street  
Boulder, CO 80302  
PH: (970) 225-9099  
FAX: (303) 444-1957

Surveyor

**NV5 - Nolte Vertical Five**  
8000 S. Chester Street, Suite 200  
Centennial, CO 80112  
PH: (303) 220-6400  
FAX: (303) 220-8001

Traffic Engineer

**ELB Engineering, LLC**  
5401 Taylor Lane  
Fort Collins, CO 80528  
PH: (970) 988-7551  
FAX: (970) 225-8942

Applicant and Owner/Developer

**Fort Collins Associates LP**  
431 Office Park Drive  
Birmingham, AL 35223  
PH: (205) 414-6400  
FAX: (205) 414-6405

Index to Drawings

SHEET NUMBER AND NAME

- 1 - COVER
- 2 - OVERVIEW
- 3 - SITE PLAN

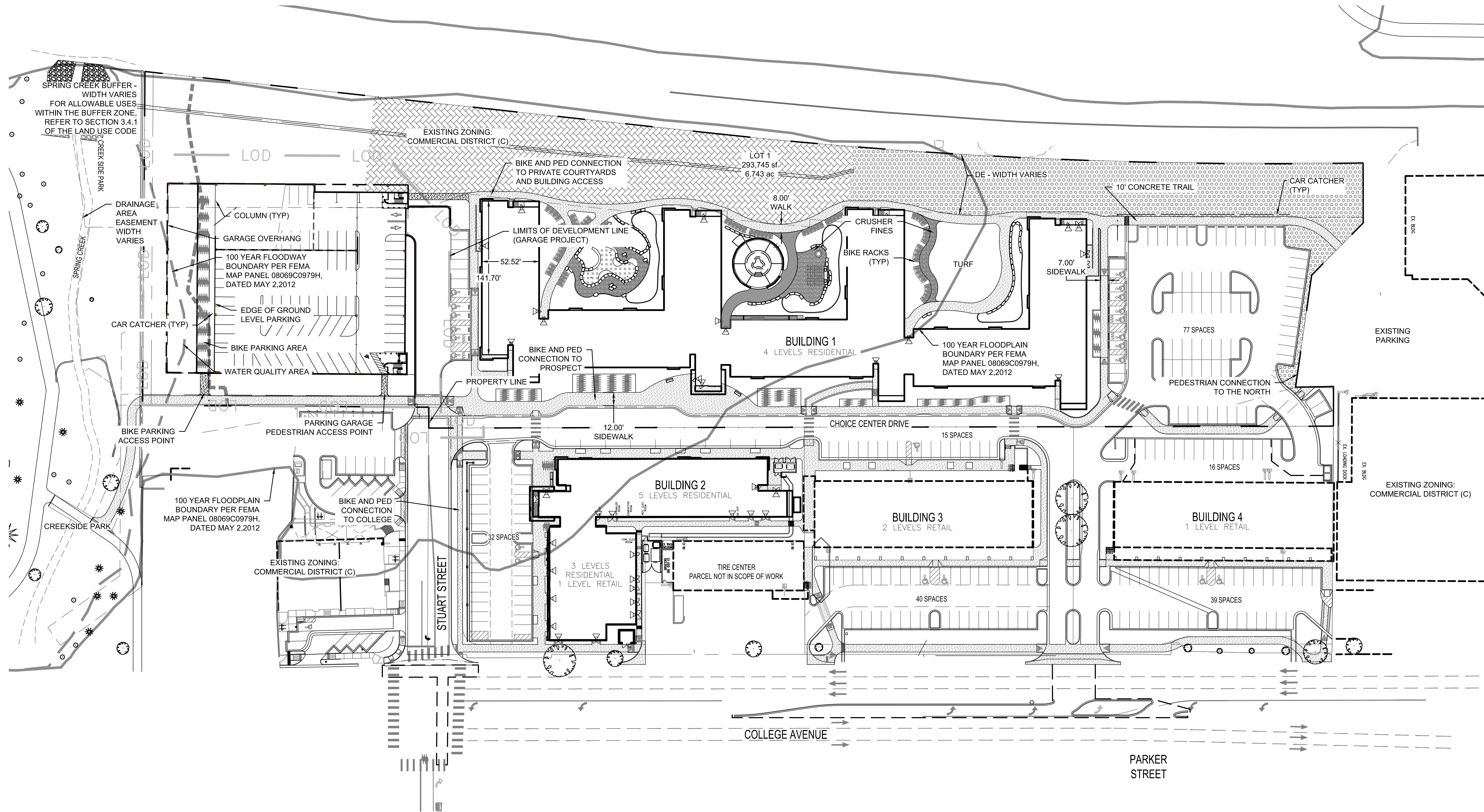
FORT COLLINS, CO

PROJECT NAME: SUMMIT PARKING GARAGE  
JSD PROJECT NUMBER: 1210.0001.00  
DATE: JANUARY 2013  
SHEET: 1 OF 3

**CALL BEFORE YOU DIG**  
CALL UTILITY NOTIFICATION  
CENTER OF COLORADO  
1-800-922-1987  
or 8-1-1  
CALL 2-BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE OR EXCAVATE FOR  
THE MARKING OF UNDERGROUND MEMBER  
UTILITIES.

**TST**  
**TST, INC.**  
CONSULTING ENGINEERS  
760 Whalers Way  
Building C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204





PARKING CALCULATIONS	EXISTING	PROPOSED
SOUTH PARKING LOT	103	433
NORTH PARKING LOT	68	68
HANDICAP SPACES	14	14
SUB-TOTAL	185	515

BIKE PARKING	EXISTING EXTERIOR	PROPOSED EXTERIOR	PROPOSED ENCLOSED	TOTAL
LOT 1				
REQUIRED AT TIME OF FPD (10% OF TOTAL AUTO SPACES)	19			
PROVIDED	360			
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR)		198	295	493
PROVIDED		360	132	492
ENTIRE PROJECT (LOTS 1 AND 2)				
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR)		266	399	665
PROVIDED		385	132	517

LOT AREA TABLE	ACRES	SQUARE FEET
ITEM		
GROSS AREA	6.743	293,745

BUILDING TABLE	SQUARE FEET
LOT 1 - EXISTING - NO CHANGES WITH MAJOR AMENDMENT	
BUILDING 1 - FLOOR AREA (4 STORIES)	
RESIDENTIAL BUILDING	200,120
TOTAL FLOOR AREA	200,120
TOTAL LOT AREA	293,745
ESTIMATED FLOOR AREA RATIO	0.68

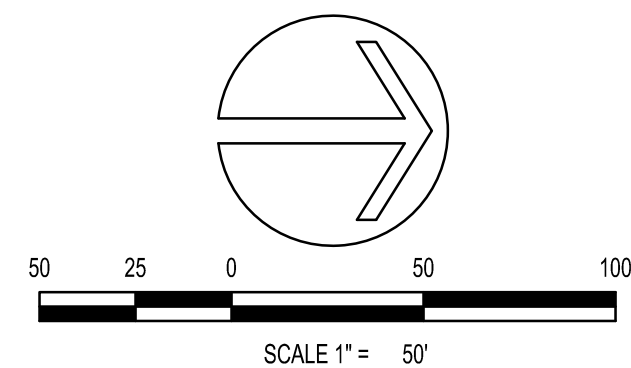
Floor area shall mean the gross floor area of a building as measured along the outside walls of the building and including each floor level, but not including open balconies, the first seven hundred twenty (720) square feet of garages or other enclosed automobile parking areas, basements and one-half (1/2) of all storage and display areas for hard goods.

Floor Area Ratio (FAR) shall mean the amount of gross floor area of all principal buildings on a lot or block, as the case may be, divided by the total area of such lot, or the block size, respectively, on which such buildings are located. For mixed-use blocks, the residential square footage shall be added to the commercial development for a total block FAR.

LOT COVERAGE	ACREAGE	SQUARE FEET	PERCENT
LOT 1			
RESIDENTIAL BUILDING 1	1.14	49,788	17%
DRIVEWAYS AND PARKING	1.87	81,296	28%
OPEN SPACE/LANDSCAPED AREA/WALKS	3.73	162,661	55%
TOTAL	6.74	293,745	100%

RESIDENTIAL DWELLING UNIT TABLE	UNITS	BEDS
LOT 1 - EXISTING - NO CHANGES WITH MAJOR AMENDMENT		
BUILDING 1 - RESIDENTIAL		
BUILDING HEIGHT = 4 STORIES		
1 Bedroom : 1 Bath Units	15	15
2 Bedroom : 2 Bath Units	44	88
3 Bedroom : 3 Bath Units	32	96
4 Bedroom : 4 Bath Units	66	264
4 Bedroom : 3 Bath Units	3	12
SUB-TOTAL	160	475

DENSITY CALCULATIONS	NET
	24.47



SUMMIT PARKING GARAGE  
SITE PLAN  
OVERVIEW

**TST**  
TST, INC.  
CONSULTING ENGINEERS  
760 Whalers Way  
Building C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204

JOB NO. 1210.0001.00

SCALE 1"=XX'

DATE JANUARY 2013

SHEET







FORT COLLINS ASSOCIATES, L.P.

SUMMIT PARKING GARAGE - LANDSCAPE PLAN

FORT COLLINS, CO

City Of Fort Collins, County Of Larimer, State Of Colorado

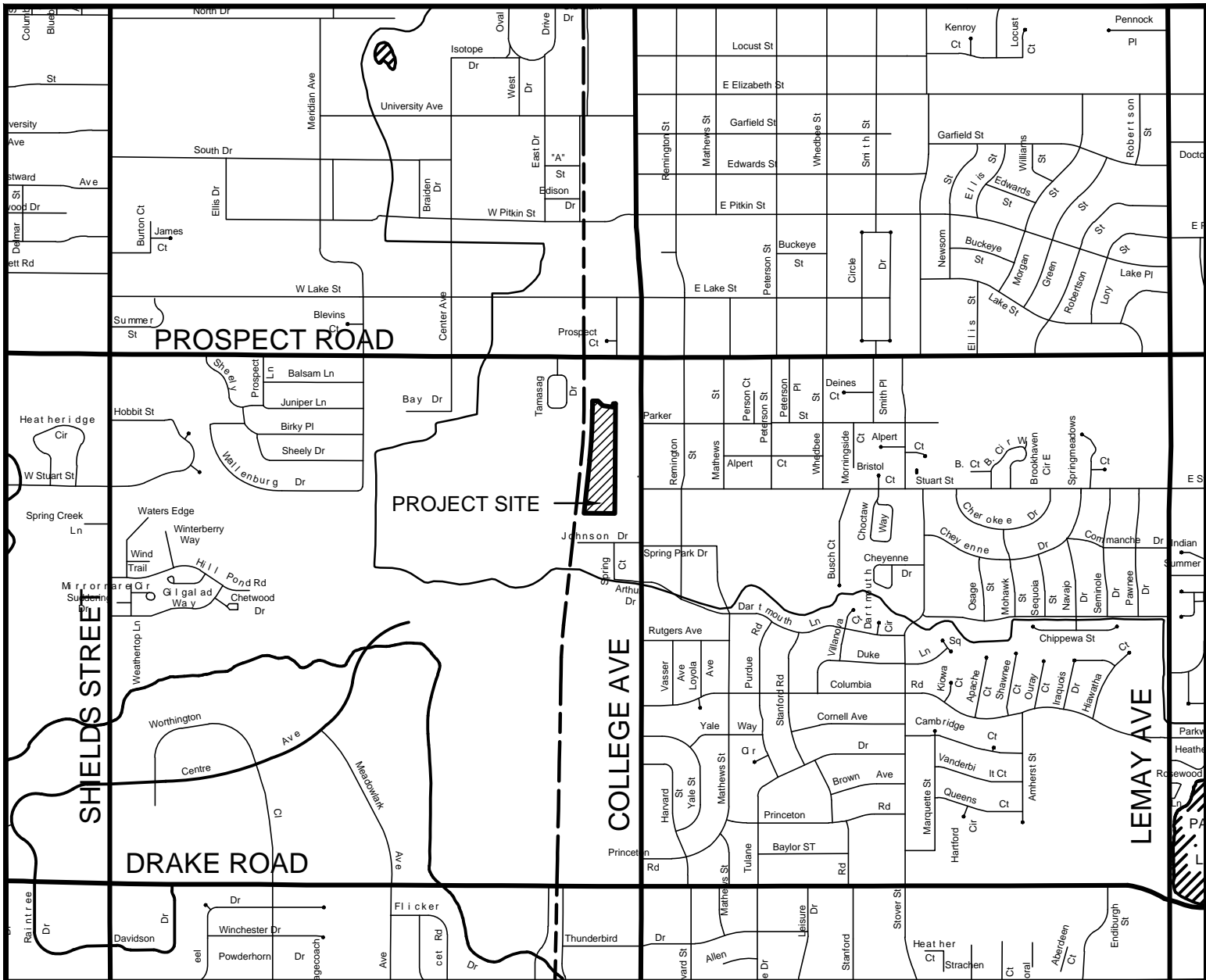
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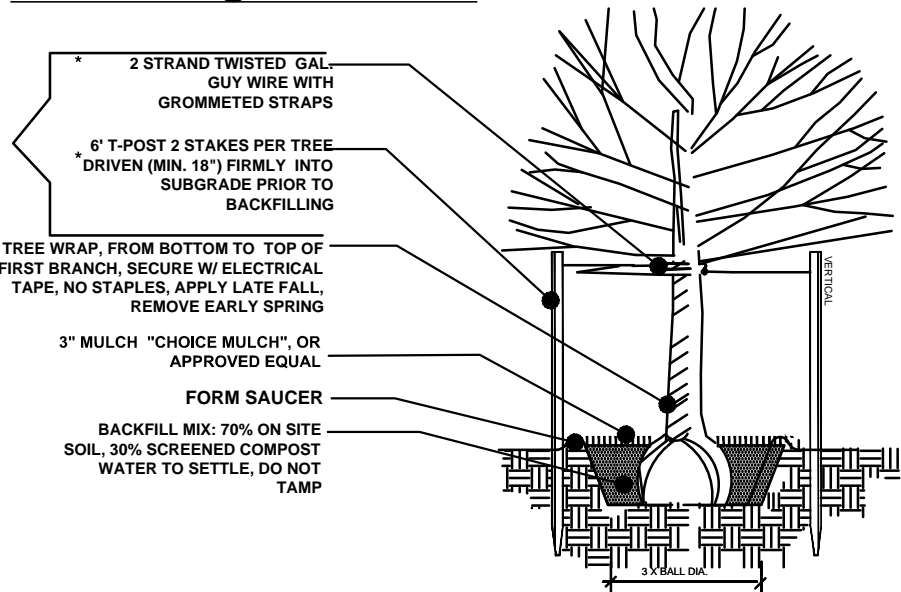
JANUARY 2013

Vicinity Map



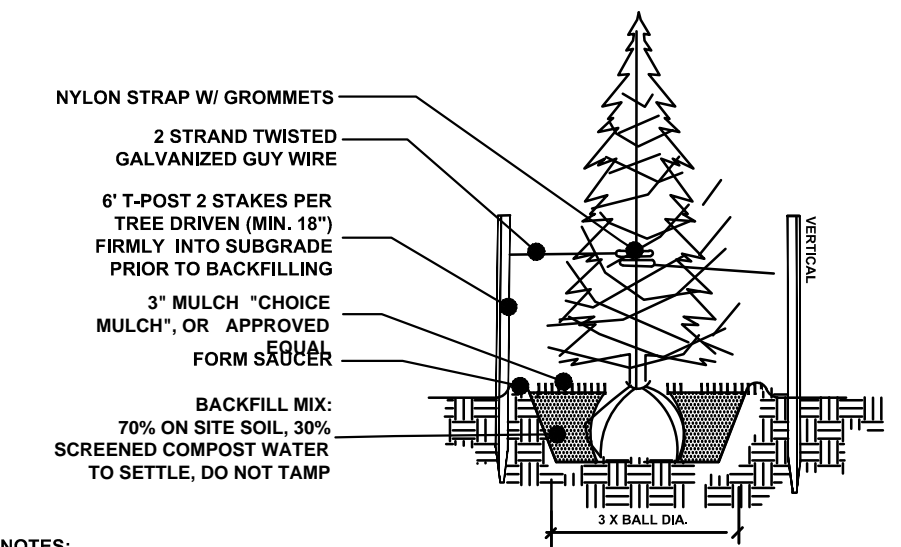
SCALE 1"=1500'

Planting Details



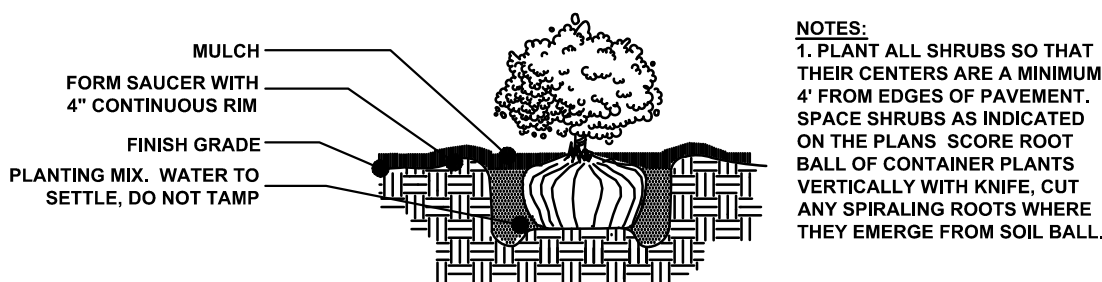
- NOTES:
1. PRUNE DEAD OR DAMAGED WOOD AT TIME OF PLANTING. REGULARLY SCHEDULED PRUNING BY CERTIFIED ARBORIST TO BEGIN THE FOLLOWING SEASON BEFORE END OF WARRANTY/MAINTENANCE PERIOD.
  2. REMOVE ALL TWINE, ROPE, AND/OR RUBBER FROM AROUND TOP OF BALL. PEEL BACK BURLAP, AND REMOVE WIRE BASKET FROM ROOT BALL.
  3. PLANT SO THAT TOP OF ROOT BALL IS 2" ABOVE FINISH GRADE. LEAVE TREES UNSTAKED IF CONDITIONS PERMIT. IF STAKING IS REQUIRED, ONLY DECIDUOUS TREES WHICH ARE WEAK, HAVE LOOSE ROOT BALLS, OR ARE BEING PLANTED IN PARTICULARLY WINDY SITES REQUIRE STAKING. STAKE FOR 1 YR. ONLY.

1 DECIDUOUS TREE NTS

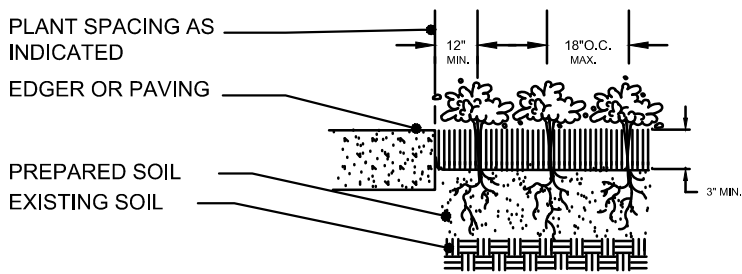


- NOTES:
1. PRUNE DEAD OR DAMAGED WOOD AT TIME OF PLANTING. REGULARLY SCHEDULED PRUNING BY CERTIFIED ARBORIST TO BEGIN THE FOLLOWING SEASON BEFORE END OF WARRANTY/MAINTENANCE PERIOD.
  2. PLANT SO THAT TOP OF ROOT BALL IS 2" ABOVE FINISH GRADE. REMOVE ALL TWINE, ROPE, AND/OR RUBBER FROM AROUND TOP OF BALL. PEEL BACK BURLAP, AND REMOVE WIRE BASKET FROM ROOT BALL.
  3. LEAVE TREES UNSTAKED IF CONDITIONS PERMIT. IF STAKING IS REQUIRED, ONLY EVERGREEN TREES WHICH ARE WEAK, HAVE LOOSE ROOT BALLS, OR ARE BEING PLANTED IN PARTICULARLY WINDY SITES REQUIRE STAKING. STAKE FOR 1 YR. ONLY.

2 CONIFEROUS TREE NTS



3 SHRUB PLANTING NTS



4 PERENNIAL PLANTING NTS

LANDSCAPE CONCEPT

ADAPTATION TO SITE CONDITIONS

TREE SPECIES SELECTED FOR OPEN, NATURAL AREAS REPRESENT TRADITIONAL, NATIVE AND LOCALLY ADAPTIVE SPECIES HISTORICALLY REPRESENTED WITHIN THE COLORADO PLAINS AND FOOTHILLS.

SPECIES DIVERSITY

THE LANDSCAPE PLAN CONSISTS OF NATIVE & NONNATIVE DROUGHT TOLERANT PLANT SPECIES. TREES HAVE BEEN CHOSEN FOR VISUAL CHARACTERISTICS, FORM AND WATER USE. AN EFFORT HAS BEEN MADE TO CREATE A MORE SUSTAINABLE LANDSCAPE PALETTE BY INCORPORATING TREES TOLERANT OF DROUGHT CONDITIONS. POLLUTANTS, AND ARE RESISTANT TO BREAKAGE. PROPOSED PLANT MATERIALS THROUGHOUT THE SITE HAVE BEEN CHOSEN FOR LONGEVITY AND RESISTANCE TO DISEASE. HARDY PLANTS ADAPTED TO COLORADO'S CLIMATIC CONDITIONS HAVE BEEN EMPHASIZED.

LANDSCAPING ASSURANCES

1. ALL LANDSCAPING PROPOSED FOR INSTALLATION MUST BE SECURED WITH AN IRREVOCABLE LETTER OF CREDIT, PERFORMANCE BOND OR ESCROW ACCOUNT FOR 125% OF THE VALUATION OF THE LANDSCAPE MATERIAL AND INSTALLATION FOR THE CURRENT PHASE PRIOR TO ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY.

Project Contacts

Landscape Architect

TST Inc. Consulting Engineers  
760 Whalers Way, Bld C, Suite 200  
Fort Collins CO, 80525  
PH: (970)-226-0557  
FAX: (970) 226-0204

Civil Engineer

JVA, Incorporated  
1319 Spruce Street  
Boulder, CO 80302  
PH: (970) 225-9099  
FAX: (303) 444-1957

Surveyor

NV5 - Nolte Vertical Five  
8000 S. Chester Street, Suite 200  
Centennial, CO 80112  
PH: (303) 220-6400  
FAX: (303) 220-9001

Applicant and Owner/Developer

Fort Collins Associates LP  
431 Office Park Drive  
Birmingham, AL 35223  
PH: (205) 414-6400  
FAX: (205) 414-6405

Traffic Engineer

ELB Engineering, LLC  
5401 Taylor Lane  
Fort Collins, CO 80528  
PH: (970) 988-7551  
FAX: (970) 225-8942

PLANT NOTES

1. ALL PLANT MATERIALS SHALL BE IN ACCORDANCE WITH AAN SPECIFICATIONS FOR #1 GRADE
2. ALL TREES TO MEET CITY OF FORT COLLINS LAND USE CODE STANDARDS FOR SIZE.
3. CONTRACTOR SHALL MAINTAIN ALL LANDSCAPING FOR A TWO YEAR PERIOD COMMENCING FROM DATE OF SUBSTANTIAL COMPLETION, INCLUDING MOWING, WEEDING, WINTER WATERING AND PRUNING.
4. CONTRACTOR TO MINIMIZE ALL DISTURBANCE TO NON-IMPACTED AREAS. ALL DISTURBED AREAS NOT RECEIVING TURF SHALL BE RESEEDED WITH THE NATIVE PRAIRIE SEED MIX SPECIFIED ON THIS SHEET.
5. MINOR CHANGES IN SPECIES AND PLANT LOCATIONS MAY BE MADE DURING CONSTRUCTION AS REQUIRED BY SITE CONDITIONS WITH APPROVAL OF OWNER'S REPRESENTATIVE. OVERALL QUANTITY AND QUALITY TO BE CONSISTENT WITH APPROVED PLANS.
6. THE IRRIGATION SYSTEM FOR LANDSCAPED AREAS SHALL BE REVIEWED AND APPROVED BY THE CITY OF FORT COLLINS WATER UTILITIES. IRRIGATION PLANS TO BE REVIEWED AS PART OF THE CONSTRUCTION PERMIT REVIEW PROCESS. THE IRRIGATION SYSTEM MUST BE INSTALLED ACCORDING TO APPROVED PLANS, OR AN ACCEPTABLE FINANCIAL SECURITY DEPOSITED WITH THE CITY PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
7. ALL TURF AREAS SHALL BE IRRIGATED WITH AN AUTOMATED, POP-UP IRRIGATION SYSTEM. ALL SHRUB BEDS TO BE IRRIGATED WITH A DRIP SYSTEM. ALL PERENNIAL BEDS TO BE IRRIGATED WITH XERI-POP SPRAY HEADS. NATIVE PRAIRIE MIX AND TRM AREAS TO BE IRRIGATED UNTIL FULLY ESTABLISHED (SOD IS FORMED) (MIN 1-3 YEARS).
8. STREET TREE LOCATIONS SHALL BE ADJUSTED TO ALLOW FOR A MINIMUM OF A 40' CLEARANCE TO STREET LIGHTS (15' MINIMUM IF THE TREE IS ORNAMENTAL)
9. TREE LOCATIONS SHALL HAVE A MINIMUM SEPARATION OF 6' TO WATER OR SEWER SERVICE LINES AND 10' FROM WATER OR SEWER MAIN LINES.
10. STREET TREE LOCATIONS SHALL HAVE A MINIMUM SEPARATION OF 4' BETWEEN GAS LINES.
11. LOCATE ALL UTILITIES PRIOR TO ANY DIGGING OR LANDSCAPE PLANTING.
12. TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
13. CONTRACTOR IS RESPONSIBLE FOR SETUP OF BARRICADES, WARNING SIGNAGE, OR OTHER PROTECTIVE DEVICES IF ANY EXCAVATIONS ARE LEFT EXPOSED AFTER ON-SITE WORK HOURS.
14. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACQUIRE ALL NECESSARY PERMITS FOR CONSTRUCTION OPERATIONS IN PUBLIC RIGHTS-OF-WAY.
15. PRIOR TO INSTALLATION OF PLANT MATERIALS, THE SOIL IN ALL LANDSCAPE AREAS, INCLUDING PARKWAYS AND MEDIANS, SHALL BE THOROUGHLY LOOSENEED TO A DEPTH OF NOT LESS THAN EIGHTEEN (18) INCHES AND SOIL AMENDMENT SHALL BE THOROUGHLY INCORPORATED INTO THE SOIL OF ALL LANDSCAPE AREAS TO A DEPTH OF 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 LANDSCAPED AREA.
16. A FREE TREE PERMIT MUST BE OBTAINED FROM THE CITY 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.
17. THE DEVELOPER SHALL CONTACT THE CITY FORESTER TO INSPECT ALL STREET TREE PLANTINGS AT THE COMPLETION OF EACH PHASE OF 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 CERTIFICATE OF OCCUPANCY FOR FUTURE PHASES OF THE DEVELOPMENT.
18. EXISTING TREES SHOWN ON THIS PLAN ARE TO BE PROTECTED IN PLACE. SEE THE TREE MITIGATION PLAN FOR SPECIFIC PROTECTION REQUIREMENTS. ALL TREE TRIMMING AND REMOVAL IS TO BE PERFORMED BY A LICENSED FORT COLLINS ARBORIST PER THE CITY OF FORT COLLINS LAND USE CODE.
19. PROTECT ALL ROOTS THAT ARE ENCOUNTERED DURING SIDEWALK DEMOLITION AND CONSTRUCTION.
20. DO NOT REMOVE MORE THAN 3" OF SOIL WITHIN THE TREE PROTECTION ZONE IN ORDER TO LAY NEW SOD.
21. BIKE RACKS TO BE PLACED ON STABILIZED CRUSHER FINES, BORDERED WITH STEEL EDGING.

SEED MIXES

NATIVE PRAIRIE MIX - FOR RESTORING DISTURBED AREAS OF THE SWALE		
SEED	% OF MIX	APPLICATION RATE
LITTLE BLUE STEM	34%	DRILLED - 20LBS/PLS/ACRE BROADCAST - 40LBS/PLS/ACRE
BLUE STEM	33%	
BLUE GRAMMA	33%	
RESTORATION MIX - FROM PARKS DEPARTMENT - FOR "ALONG TRAILS"		
SEED	% OF MIX BY WEIGHT	APPLICATION RATE
BUFFALO GRASS	66%	SEED AT A RATE OF 2-3 LBS PER 1000 SF
SHEEP'S FESCUE	17%	
BLUE GRAMMA	17%	
NATIVE SEED MIX - FOR BUFFER PLANTING OVER UTILITIES		
SEED	% OF MIX BY WEIGHT	APPLICATION RATE
LITTLE BLUE STEM	30%	SEED AT A RATE OF 2-3 LBS PER 1000 SF
SWITCH GRASS	25%	
WESTERN WHEATGRASS	25%	
CANADA WILD RYE	20%	

FOUROUS LANDSCAPE DETENTION MIX			
COMMON NAME	SCIENTIFIC NAME	PLS per Acre	Ounces per Acre
Sand bluestem	Andropogon ha lli	3.5	
Sideoak's Gramma	Bouteloua curtipendula	3	
Inc'an R ce grass	Oryzopsis hymenoides	3	
Switc grass	Panicum virgatum	4	
Little bluestem	Schizachyrium scoparium	3	
Pasture sage	Artemisia frigida		2
Blanket flower	Gaillardia aristata		8
Prairie Coneflower	Ratibida columnifera		4

Index to Drawings

SHEET NUMBER AND NAME

- 1 - COVER
- 2 - LANDSCAPE PLAN
- 3 - TREE MITIGATION PLAN

WATER USE AND MAINTENANCE TABLE					
Type	Maintenance	Water Use	Area	Water Need	Annual Water Use
			s.f.	Gallons / s.f.	Gallons
Turf	Moderate	High	9,866	18	177,588
Shrubs	Low	Low	30,314	3	90,942
Shrubs	Low	Med	7,578	10	75,780
Native Mix	Low	Very Low	89,214	0	0
Total			136,972	Avg 2.5	344,310

PROJECT NAME: SUMMIT PARKING GARAGE  
TST PROJECT NUMBER: 1210.0001.00  
DATE: JANUARY 2013  
SHEET: 1 OF 3

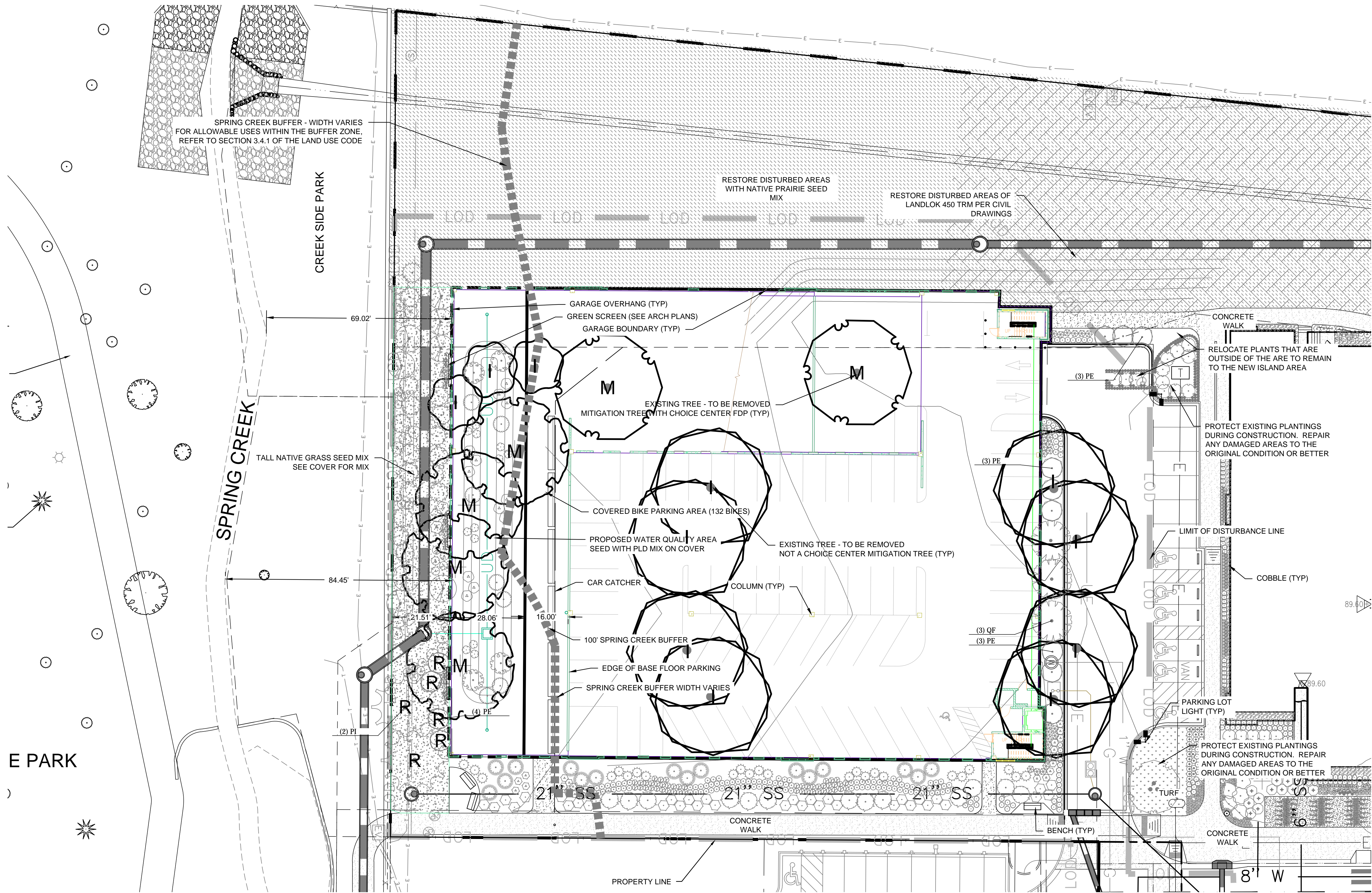
CALL BEFORE YOU DIG  
CALL UTILITY NOTIFICATION  
CENTER OF COLORADO  
1-800-922-1987  
or 8-1-1  
CALL 2-BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE OR EXCAVATE FOR  
THE MARKING OF UNDERGROUND MEMBER  
UTILITIES.

**TST**  
TST, INC.  
CONSULTING ENGINEERS  
760 Whalers Way  
Building C, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557  
Fax: 970.226.0204









**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.

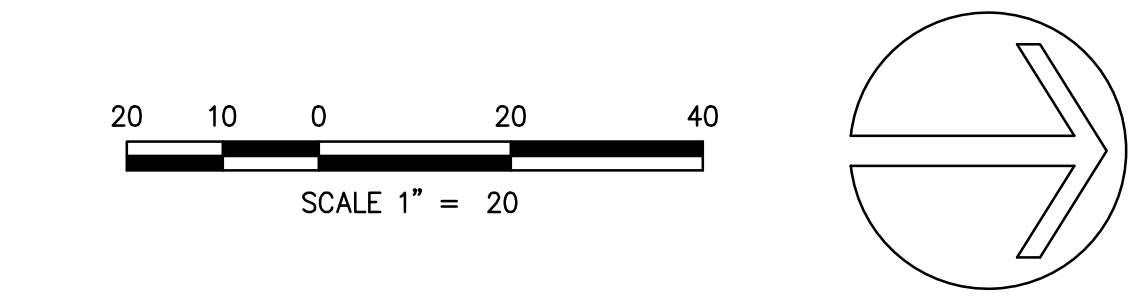
(C) PRIOR TO AND DURING CONSTRUCTION, BARRIERS SHALL BE ERECTED AROUND ALL PROTECTED EXISTING TREES WITH SUCH BARRIERS TO BE OF ORANGE FENCING A MINIMUM OF FOUR (4) FEET IN HEIGHT, SECURED WITH METAL T-POSTS, NO CLOSER THAN SIX (6) FEET FROM THE TRUNK OR ONE-HALF (1/2) OF THE DRIP LINE, WHICHEVER IS GREATER. THERE SHALL BE NO STORAGE OR MOVEMENT OF EQUIPMENT, MATERIAL, DEBRIS OR FILL WITHIN THE FENCED TREE PROTECTION ZONE.

(D) 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.

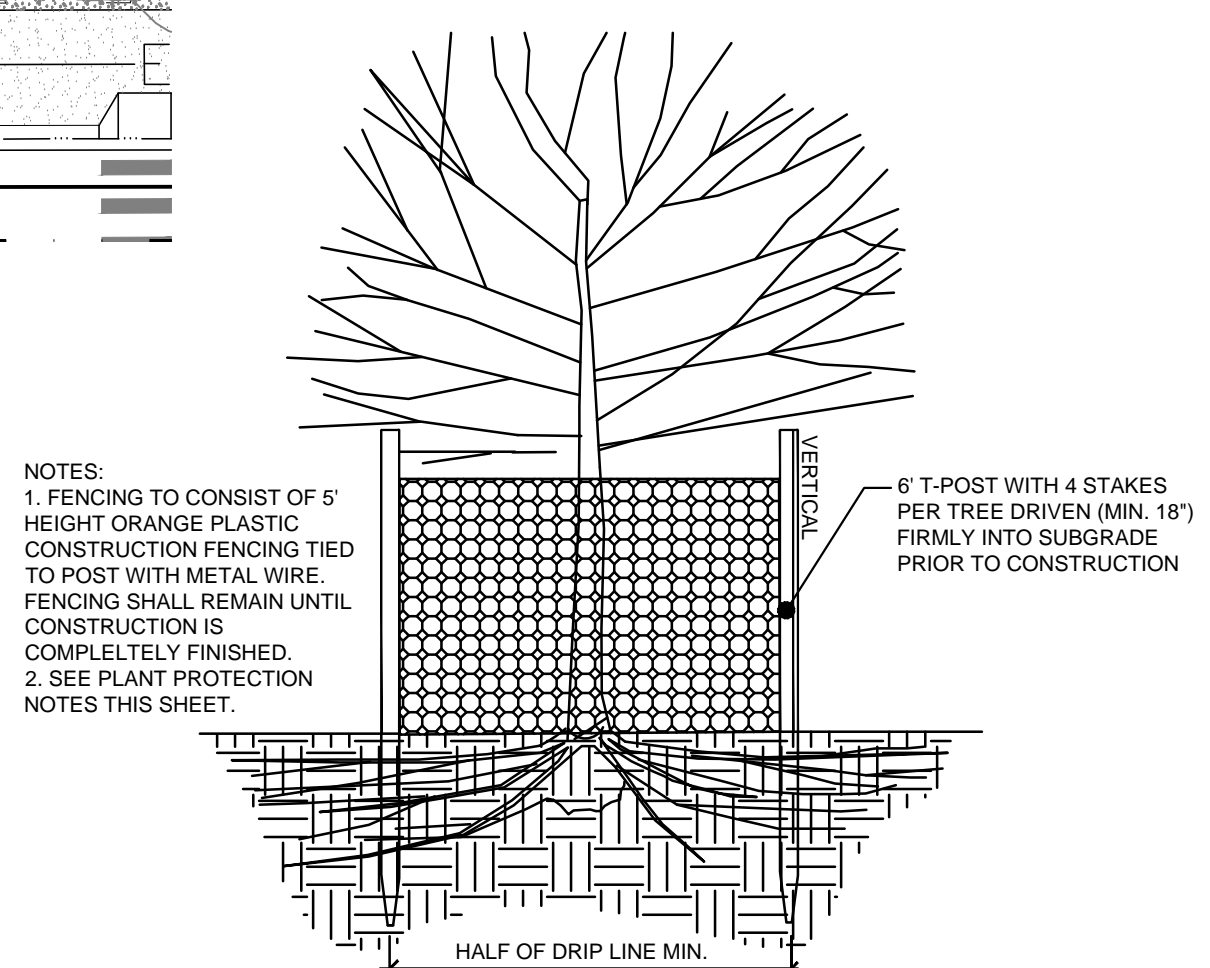
(E) NO DAMAGING ATTACHMENT, WIRES, SIGNS OR PERMITS MAY BE FASTENED TO ANY PROTECTED TREE.

(F) LARGE PROPERTY AREAS CONTAINING PROTECTED TREES AND SEPARATED FROM CONSTRUCTION OR LAND CLEARING AREAS, ROAD RIGHTS-OF-WAY AND UTILITY EASEMENTS MAY BE "RIBBONED OFF," RATHER THAN ERECTING PROTECTIVE FENCING AROUND EACH TREE AS REQUIRED IN SUBSECTION (G)(3) ABOVE. THIS MAY BE ACCOMPLISHED BY PLACING METAL T-POST STAKES A MAXIMUM OF FIFTY (50) FEET A PART AND TYING RIBBON OR ROPE FROM STAKE-TO-STAKE ALONG THE OUTSIDE PERIMETERS OF SUCH AREAS BEING CLEARED.

(G) THE INSTALLATION OF UTILITIES, IRRIGATION LINES OR ANY UNDERGROUND FEATURE REQUIRING EXCAVATION DEEPER THAN SIX (6) INCHES SHALL BE ACCOMPLISHED BY BORING UNDER THE ROOT SYSTEM OF PROTECTED EXISTING TREES AT A MINIMUM DEPTH OF TWENTY-FOUR (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.



- M** INDICATES A TREE THAT WAS UPSIZED FOR MITIGATION WITH THE ORIGINAL CHOICE CENTER FDP THAT IS TO BE REMOVED WITH THIS PROJECT. 6 TOTAL MITIGATION TREES ARE IMPACTED BY THE PARKING GARAGE.
- I** INDICATES AN EXISTING TREE THAT IS IMPACTED BY THE PARKING GARAGE BUT WAS NOT A MITIGATION TREE IN THE CHOICE CENTER FDP.
- R** INDICATES A TREE THAT HAS BEEN UPSIZED IN PLACE OF A MITIGATION TREE THAT WAS REMOVED DURING THIS PROJECT.



**1 TREE PROTECTION**  
CONSTRUCTION BARRIER FENCING NTS

REVISIONS	
DESCRIPTION	
DATE	
BY	

DRAWN	BW
CHECKED	BW
DESIGNED	BW
FILENAME	Summit garage LA

**SUMMIT PARKING GARAGE**

**LANDSCAPE PLAN**

**TREE MITIGATION PLAN**

**TST**

**TST, INC.**

CONSULTING ENGINEERS

760 Whalers Way

Building C, Suite 200

Fort Collins, Colorado

Phone: 970.226.0557

Fax: 970.226.0204

JOB NO.	1210.0001.00
SCALE	1"=XX'
DATE	JANUARY 2013
SHEET	3 of 3



# East and South Elevations

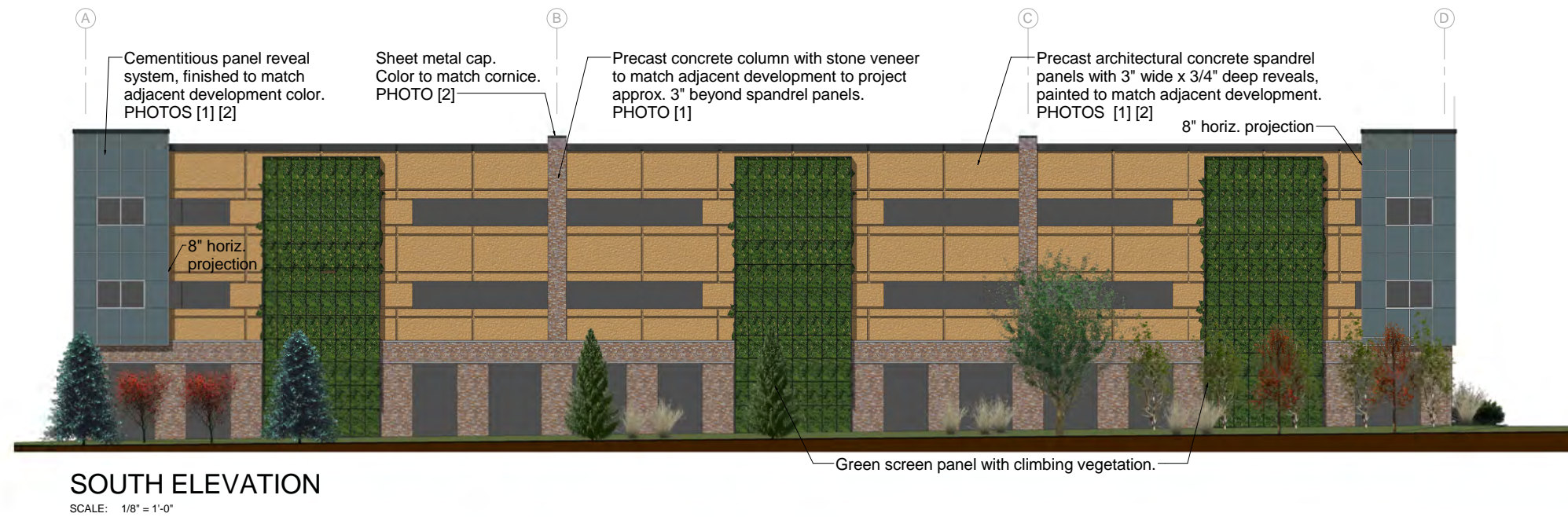
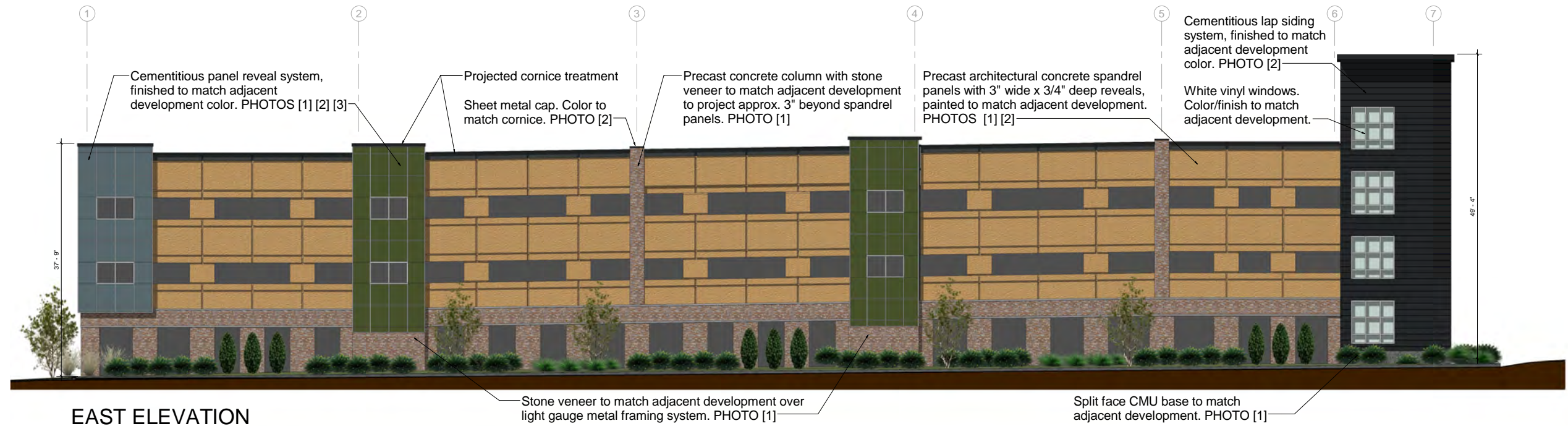


PHOTO [2]



PHOTO [1]



PHOTO [3]



# West and North Elevations

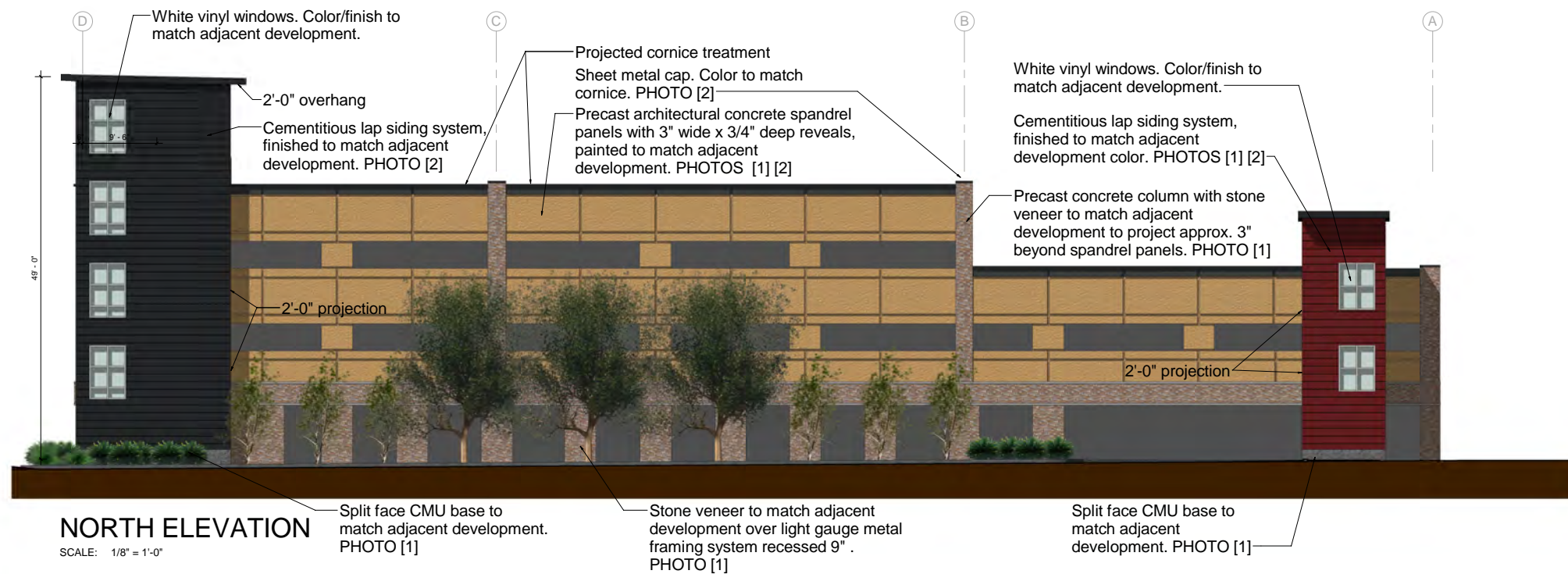
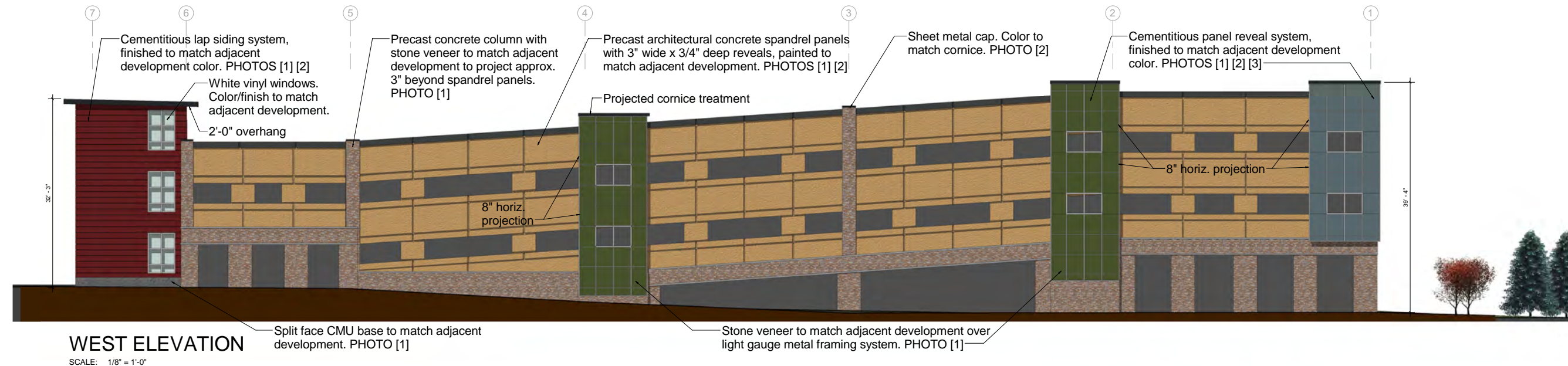


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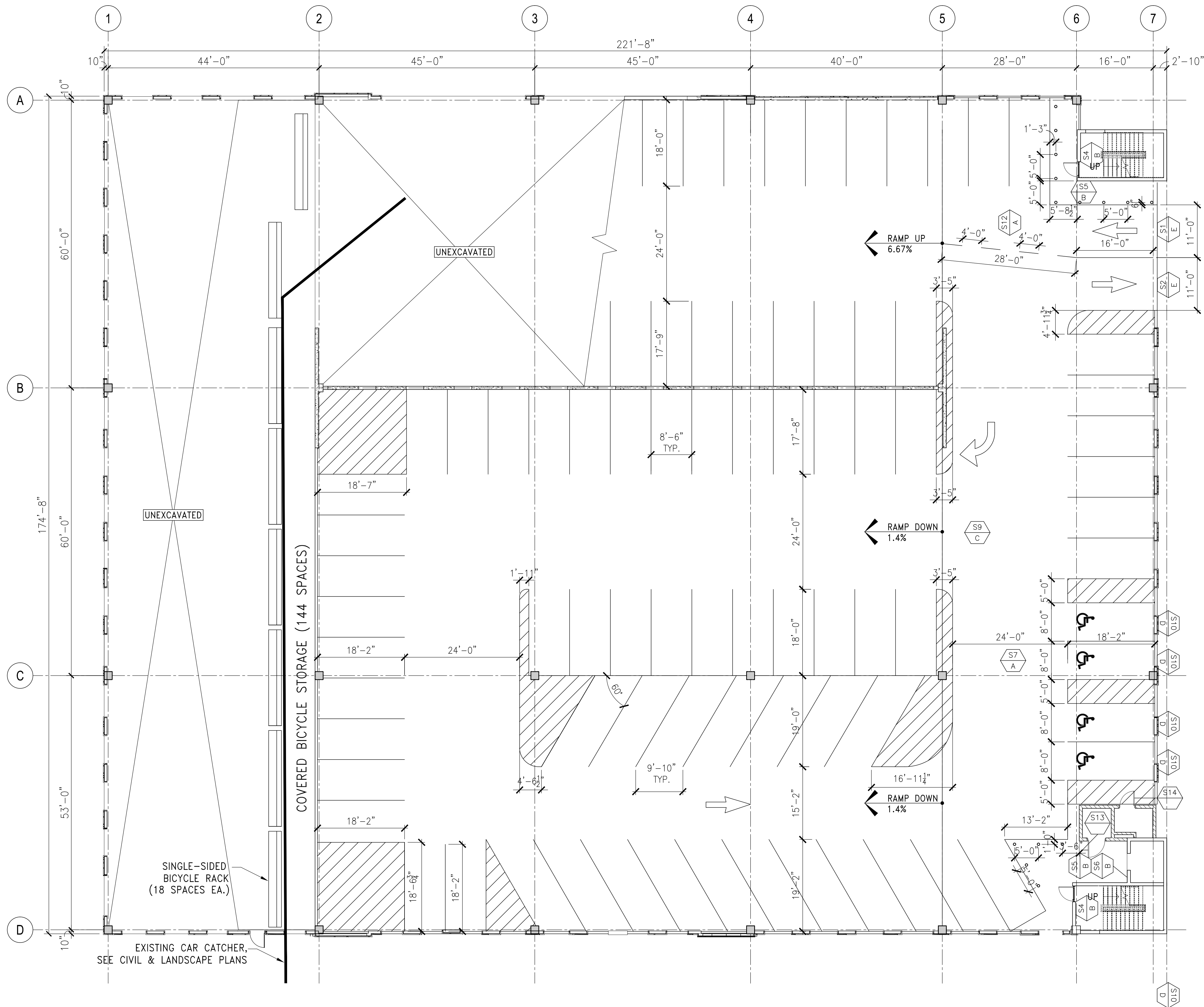


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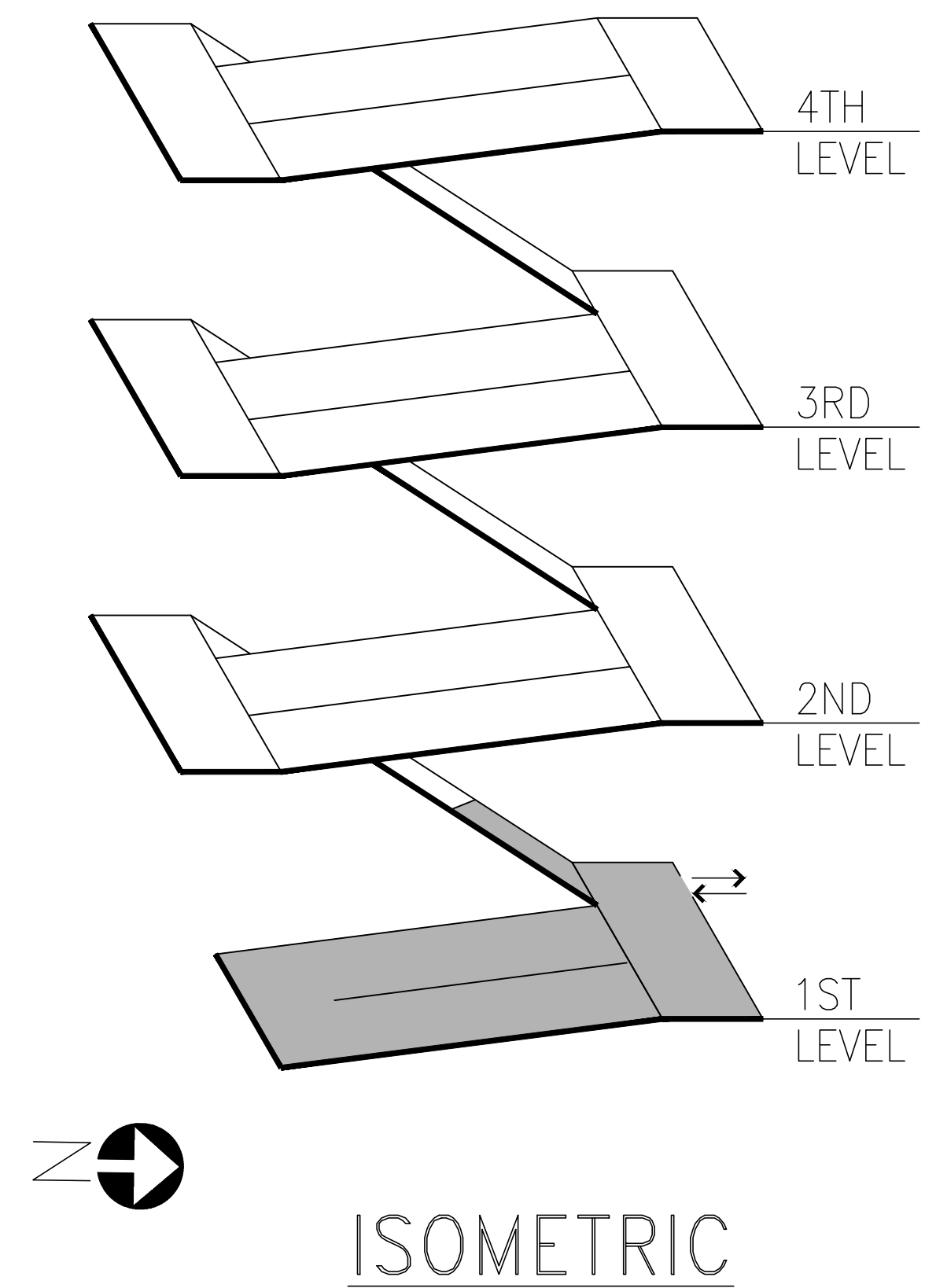


PHOTO [3]





1 LEVEL 1 PARKING PLAN  
SCALE: 3/32"=1'-0"



PARKING GARAGE SPACE TABULATION CHART

LEVEL	STANDARD	ACCESSIBLE	COMPACT	TOTAL
1	78	4	0	82
2	127	0	0	127
3	127	0	0	127
4	102	0	2	104
TOTAL:	434	4	2	440

The Summit on College  
Parking Garage  
Fort Collins, Colorado

I S S U E		

NO.	DESCRIPTION	DATE
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DRAWING TITLE:  
**LEVEL 1  
PARKING PLAN**

DRAWING NO.

**AP101**

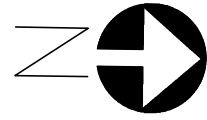
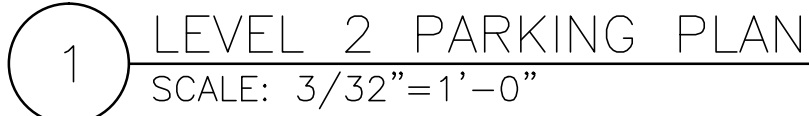
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DATE: 12/23/13

PROJECT NO: 60-13118

DES.	DRWN.	CHK'D.
SM	SM	HE

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# ISOMETRIC

The Summit on College  
Parking Garage  
Fort Collins, Colorado

[illegible]

NO.	DESCRIPTION	DATE
DRAWING TITLE:		

## LEVEL 2 PARKING PLAN

DRAWING NO.

**AP102**

SCALE: AS NOTED

DATE: 12/23/13

PROJECT NO:	60-13118
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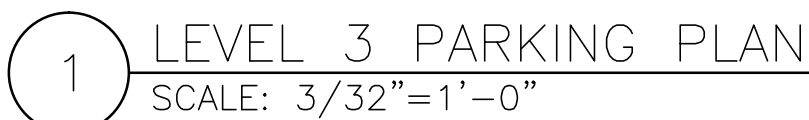
DES.	DRWN.	CHK'D.
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SM	SM	HE
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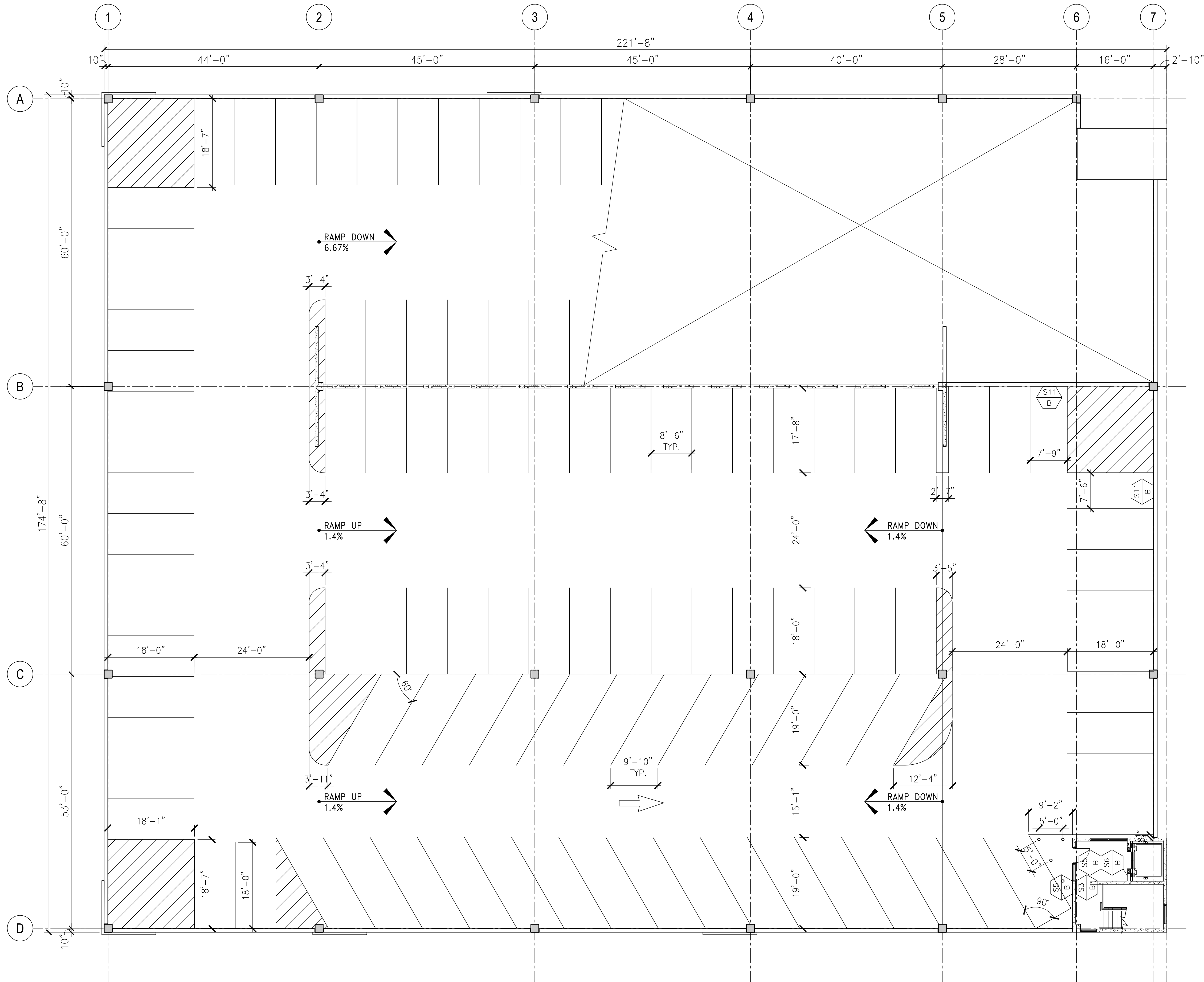
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BOSTON CHICAGO CLEVELAND DENVER FT. LAUDERDALE  
HARTFORD NEW YORK PITTSBURGH WASHINGTON, D.C.

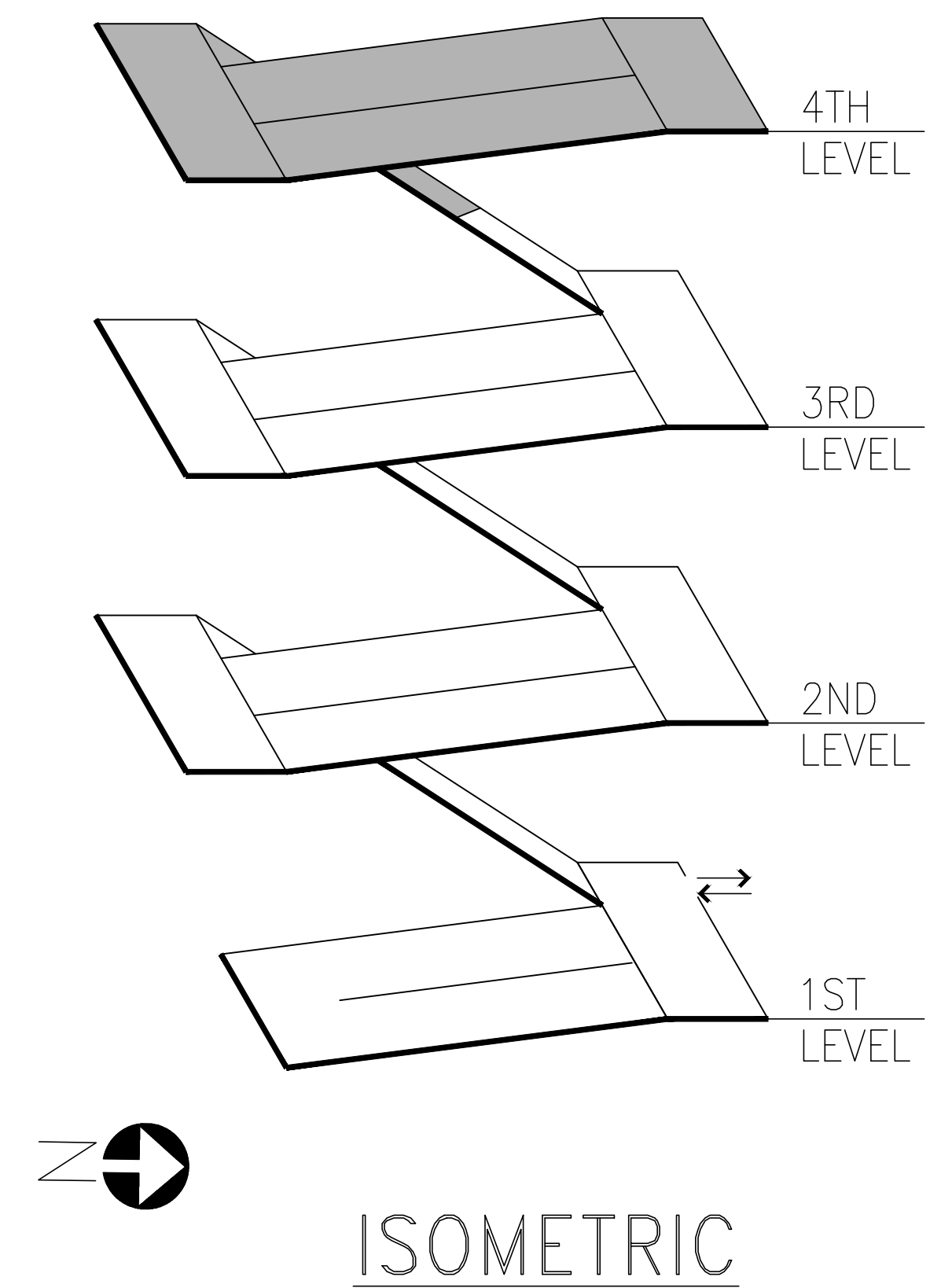
DES.	DRWN.	CHK'D.
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1 LEVEL 4 PARKING PLAN  
SCALE: 3/32"=1'-0"



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The Summit on College  
Parking Garage  
Fort Collins, Colorado

I S S U E		

NO. DESCRIPTION DATE

DRAWING TITLE:

LEVEL 4  
PARKING PLAN

DRAWING NO.

AP104

SCALE: AS NOTED

DATE: 12/23/13

PROJECT NO: 60-13118

DES.	DRWN.	CHK'D.
SM	SM	HE

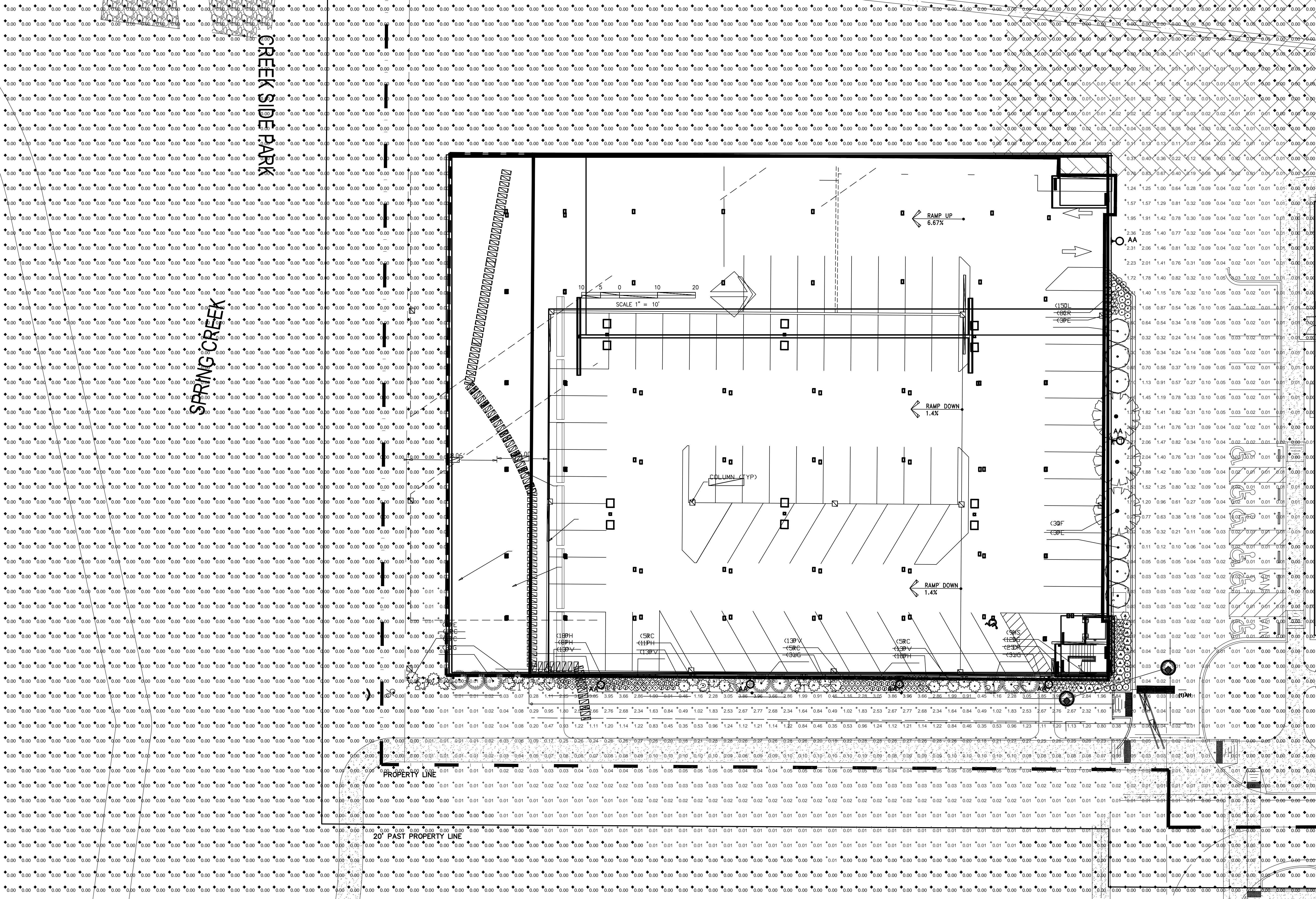




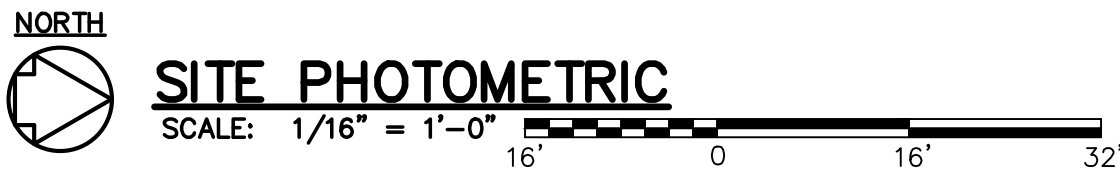








Luminaire Schedule							
Symbol	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Fluorance	Lumens Per Lamp
	Lixona Lighting	DSXW1 LED 10C 700 40K T35 MVOLT	DSXW1 LED WITH 1 LIGHT ENGINE, 10 LED's, 700MA DRIVER, 4000K, LED, TYPE 3 SHORT OPTIC	LED	1	DSXW1_LED_10C_700_40K_T35_MVOLT.es	2215.448
	Lixona Lighting	WTR 2 32	WALL BRACKET AND SURFACE MOUNT LED, HT LONG, WITH TWO LAMPS, AND ACRYLIC DIFFUSER	TWO 32-WATT T8	2	WTR_2_32.es	2800
	Lixona Lighting	DSX1 LED 30C 1000 50K T4M MVOLT	DSX1 LED WITH (1) 30 LED LIGHT ENGINES, TYPE T4M OPTIC, 5000K, @ 700MA	LED	1	DSX1_LED_30C_1000_50K_T4M_MVOLT.es	10194.49



**ENCORE**electric  
2107 WEST COLLEGE AVE  
ENGLEWOOD, CO 80110  
(303) 934-1234

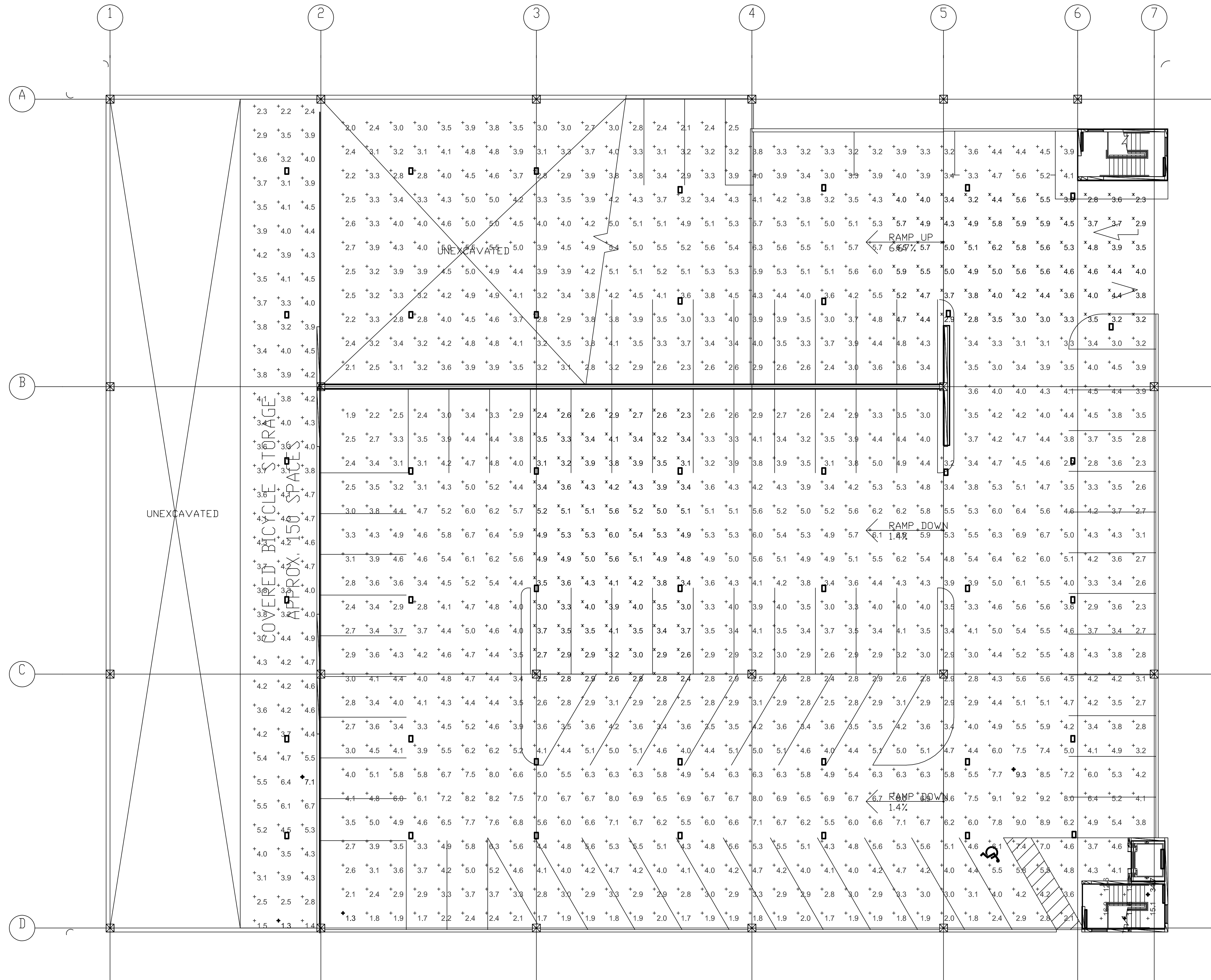
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XX		
XX		
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No:		DATE
No:		DATE
No:		DATE
No:		DATE

**MKK**  
MECHANICAL, ELECTRICAL & ENERGY CONSULTANTS  
7600 East Orchard Road, Suite 250-S  
Greenwood Village, CO 80111-2518  
tel: 303.796.6000  
fax: 303.796.6099

PROJECT:  
**THE SUMMIT  
ON COLLEGE  
PARKING GARAGE**  
1721 CHOICE CENTER DRIVE  
FORT COLLINS, COLORADO

DATE:	02-14-2014
SCALE:	
APPROVED BY:	
CHECKED BY:	
DESIGNED BY:	
DRAWN BY:	





NORTH  
LEVEL ONE PHOTOMETRIC  
SCALE: 3/32" = 1'-0"  
8' 0' 8' 16'

**ENCOREelectric**  
2107 WEST COLLEGE AVE  
ENGLEWOOD, CO 80110  
(303) 934-1234

#### REVISIONS

No:	XX	DATE	XX
XX			
XX			
No:		DATE	
No:		DATE	
No:		DATE	
No:		DATE	
No:		DATE	

**MKK**  
MECHANICAL, ELECTRICAL & ENERGY CONSULTANTS  
7600 East Orchard Road, Suite 250-S  
Greenwood Village, CO 80111-2518  
tel: 303.796.6000  
www.mkkeng.com  
fax: 303.796.6099

PROJECT:  
**THE SUMMIT  
ON COLLEGE  
PARKING GARAGE**  
1721 CHOICE CENTER DRIVE  
FORT COLLINS, COLORADO

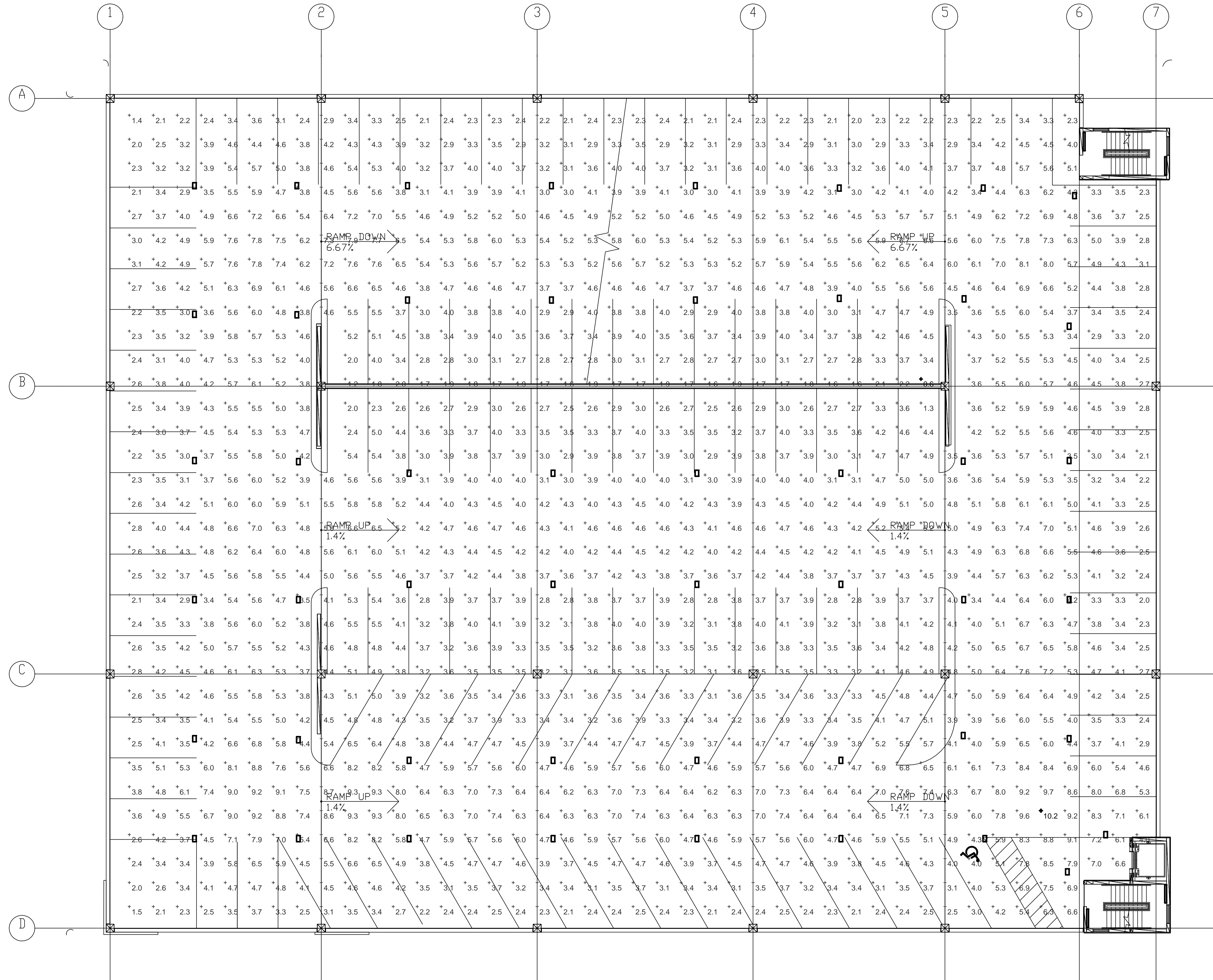
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APPROVED BY:	
CHECKED BY:	
DESIGNED BY:	
DRAWN BY:	

PROJECT NO.

SHEET NO.





NORTH  
LEVEL TWO PHOTOMETRIC  
SCALE: 3/32" = 1'-0"

**ENCOREelectric**  
2107 WEST COLLEGE AVE  
ENGLEWOOD, CO 80110  
(303) 934-1234

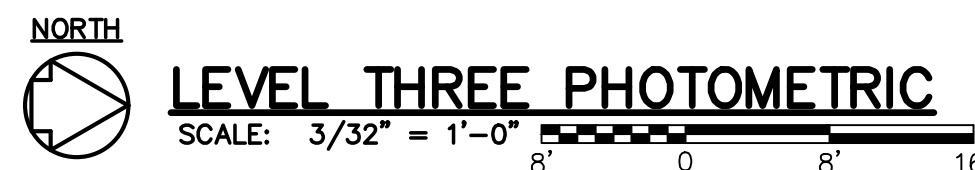
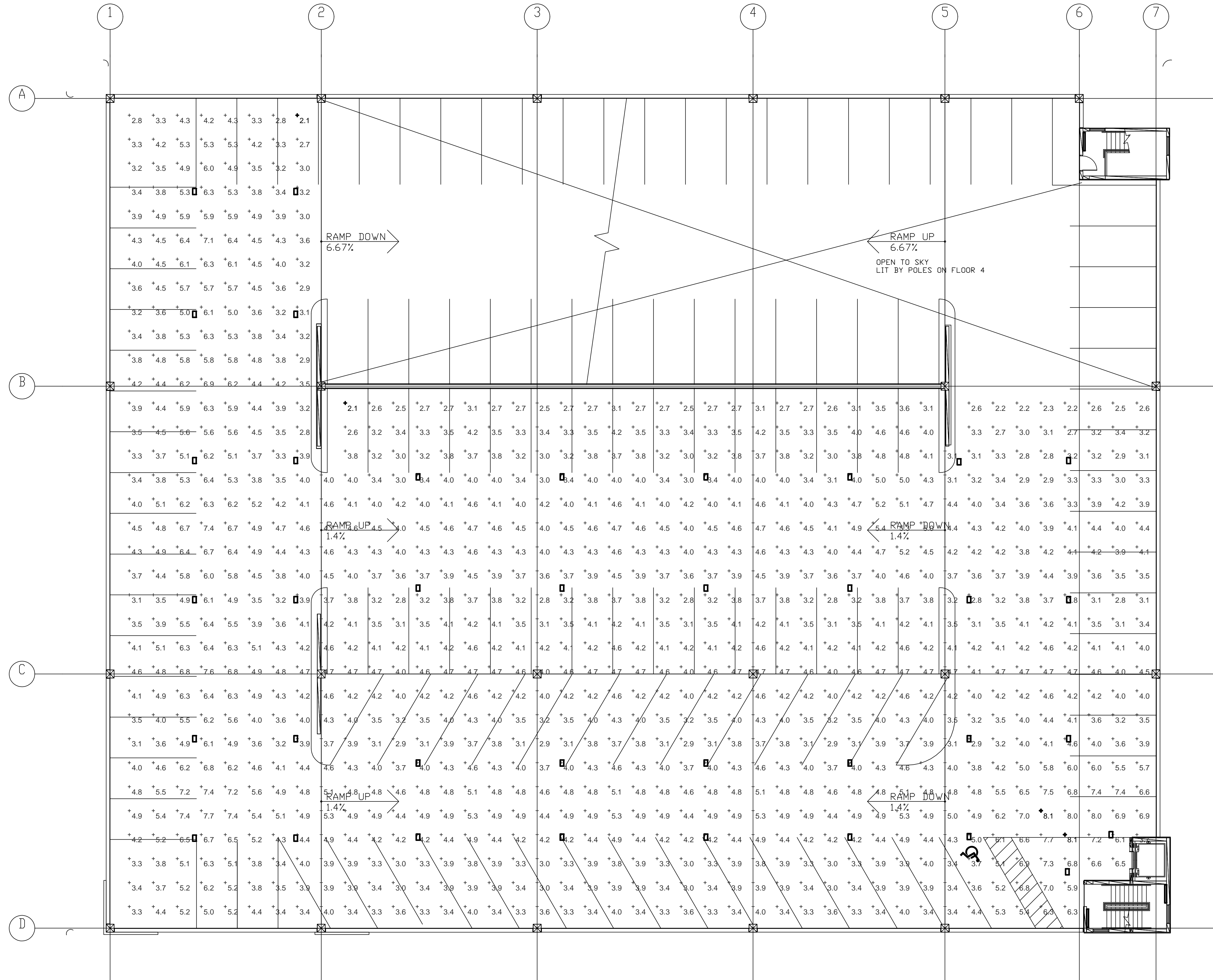
REVISIONS		
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**MKK**  
MECHANICAL, ELECTRICAL & ENERGY CONSULTANTS  
7600 East Orchard Road, Suite 250-S  
Greenwood Village, CO 80111-2518  
tel: 303.796.6000  
www.mkkeng.com  
fax: 303.796.6099

PROJECT:  
**THE SUMMIT  
ON COLLEGE  
PARKING GARAGE**  
1721 CHOICE CENTER DRIVE  
FORT COLLINS, COLORADO

TITLE	
DATE	02-14-2014
SCALE	
APPROVED BY:	
CHECKED BY:	
DESIGNED BY:	
DRAWN BY:	





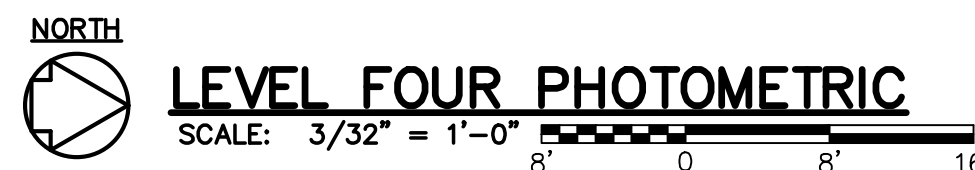
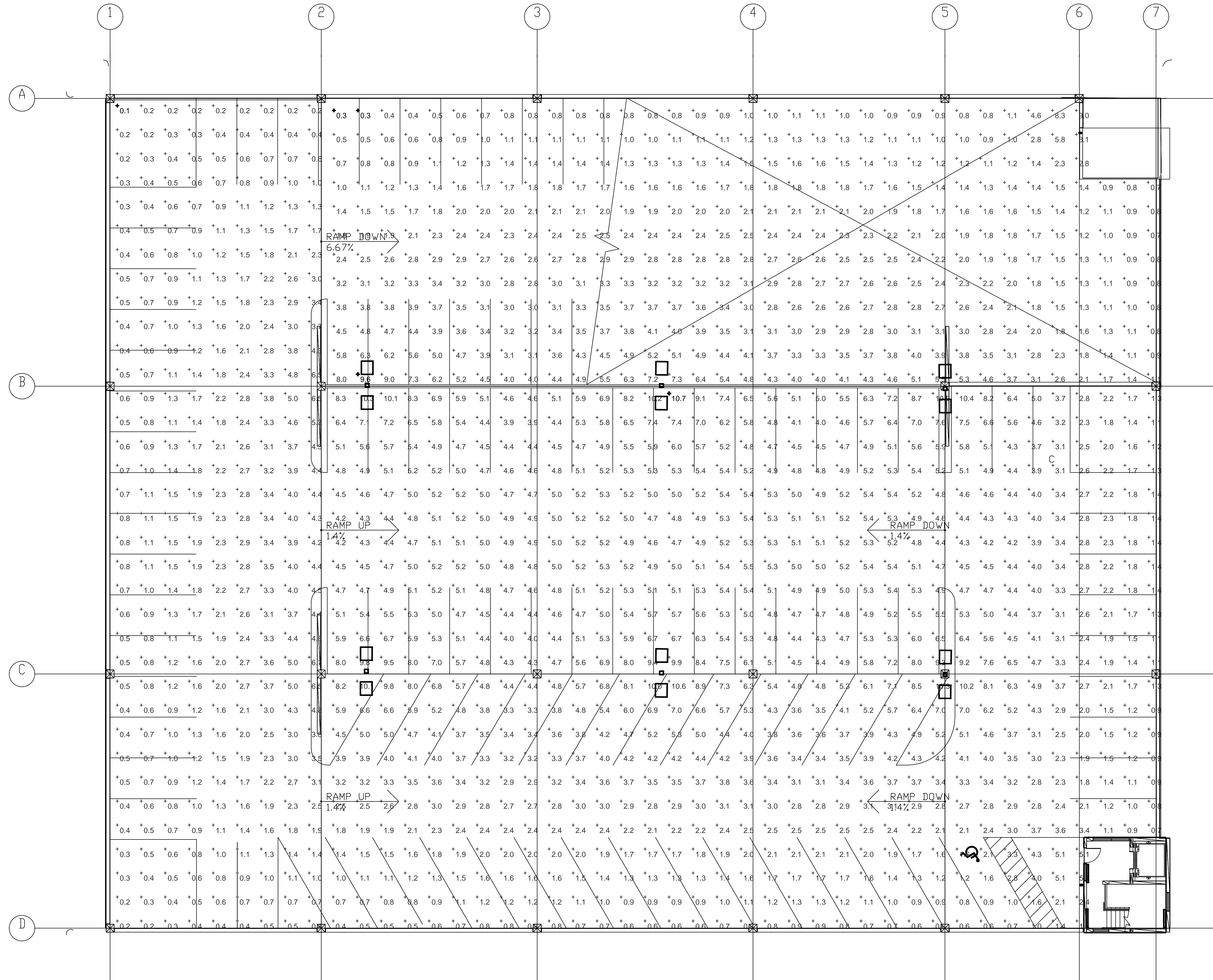
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TITLE

DATE:	02-14-2014
SCALE:	
APPROVED BY:	
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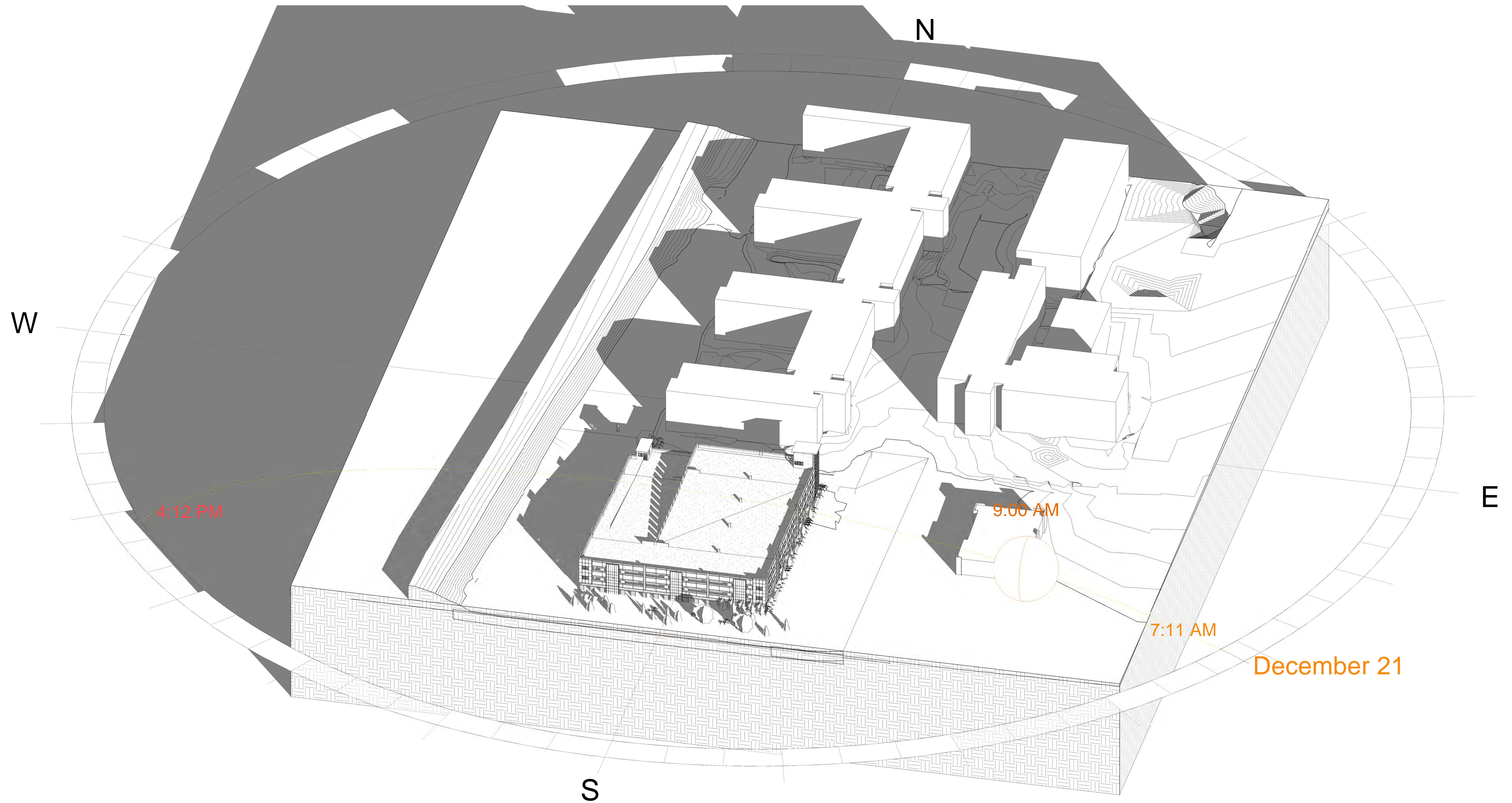
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PROJECT: **THE SUMMIT ON COLLEGE PARKING GARAGE**  
1721 CHOICE CENTER DRIVE  
FORT COLLINS, COLORADO

TITLE	
DATE:	02-14-2014
SCALE:	
APPROVED BY:	
CHECKED BY:	
DESIGNED BY:	
DRAWN BY:	



# Sun Shadow Study



Winter Solstice at 9am

December 21, 2013 Winter Solstice

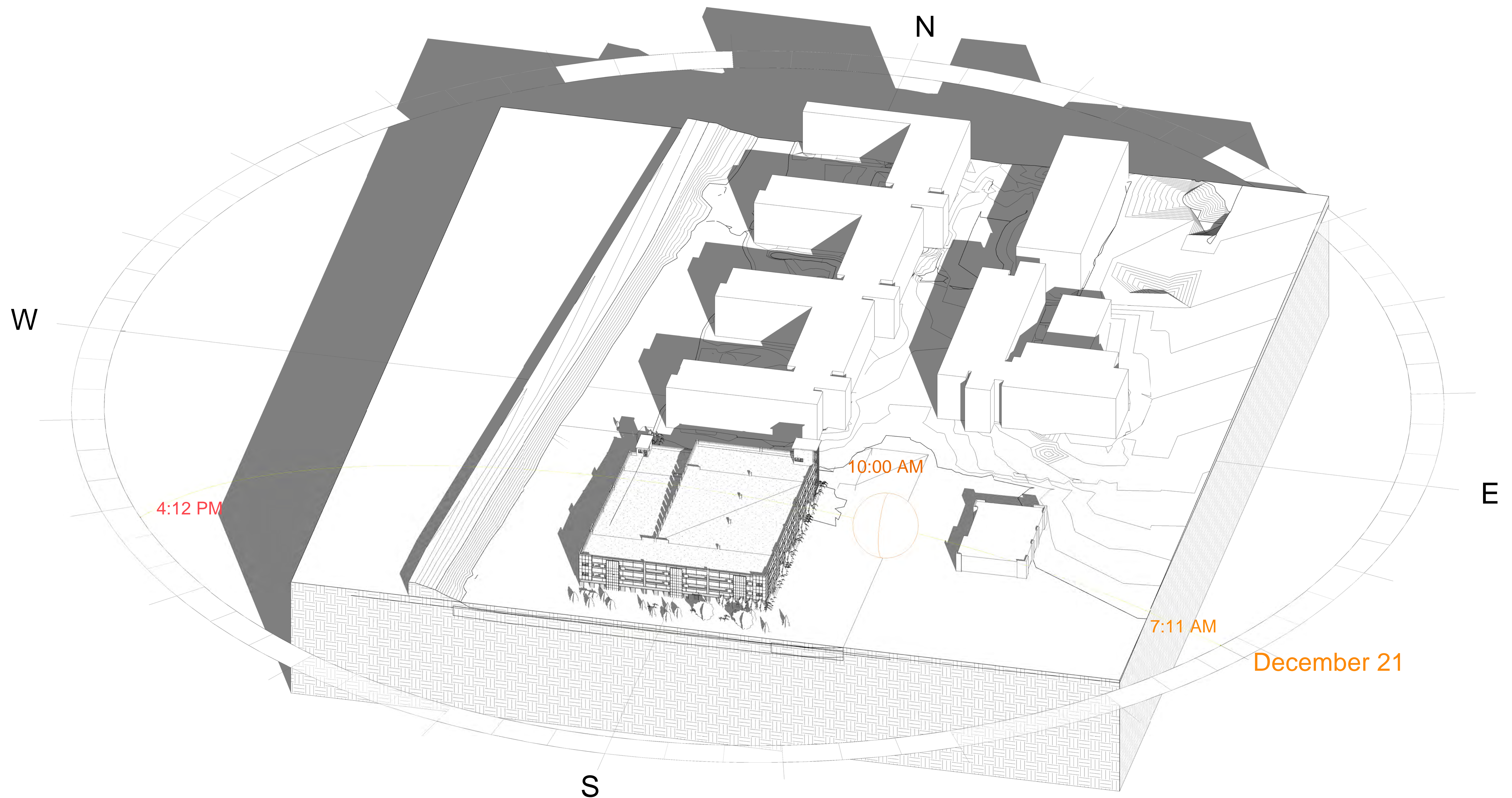
The Summit on College  
Fort Collins, Colorado

03/03/14

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HARTFORD NEW YORK PITTSBURGH WASHINGTON, D.C.



# Sun Shadow Study



Winter Solstice at 10am

December 21, 2013 Winter Solstice

The Summit on College  
Fort Collins, Colorado

03/03/14

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# Sun Shadow Study



Winter Solstice at 11am

December 21, 2013 Winter Solstice

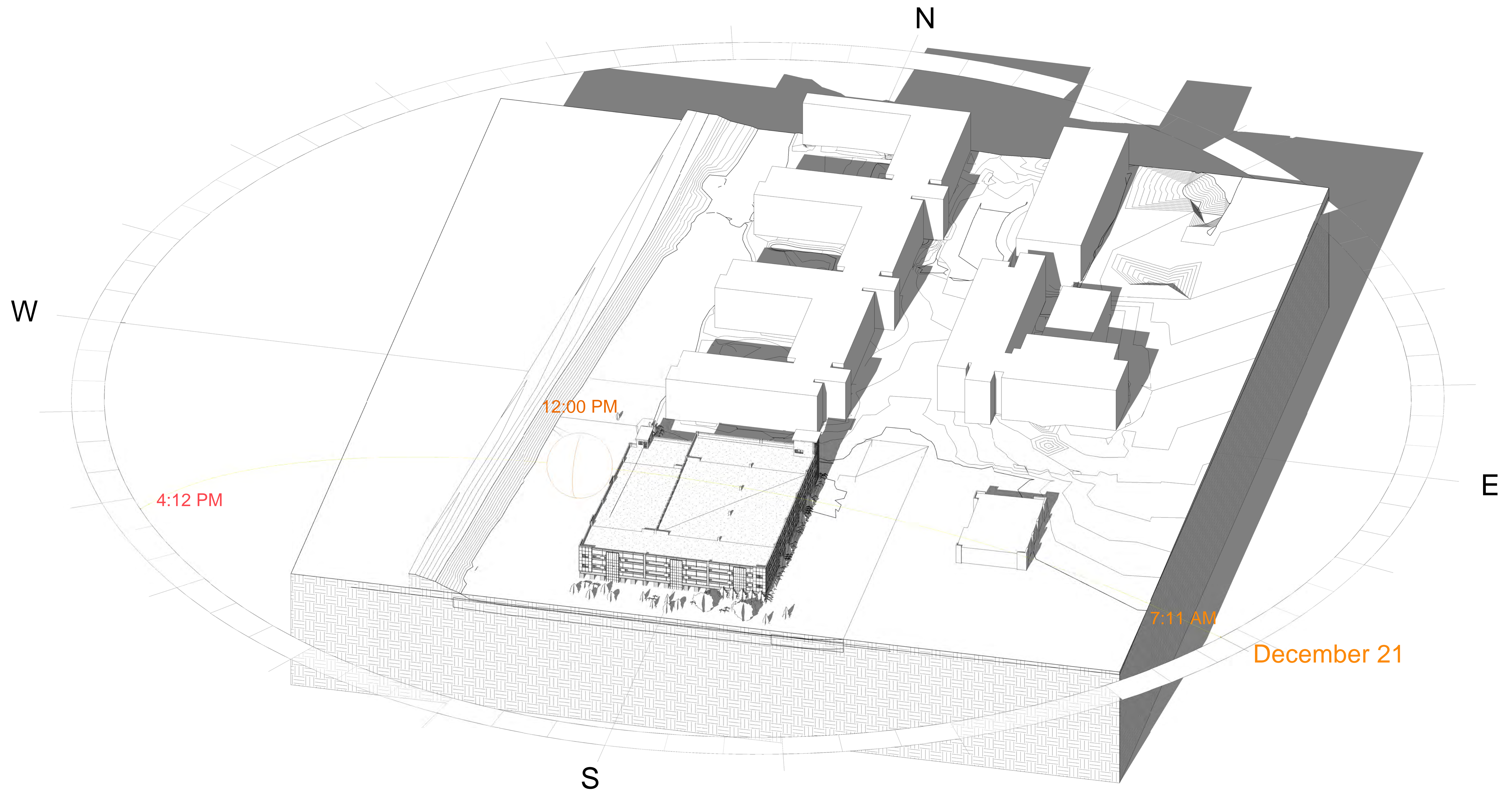
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# Sun Shadow Study



Winter Solstice at 12pm

December 21, 2013 Winter Solstice

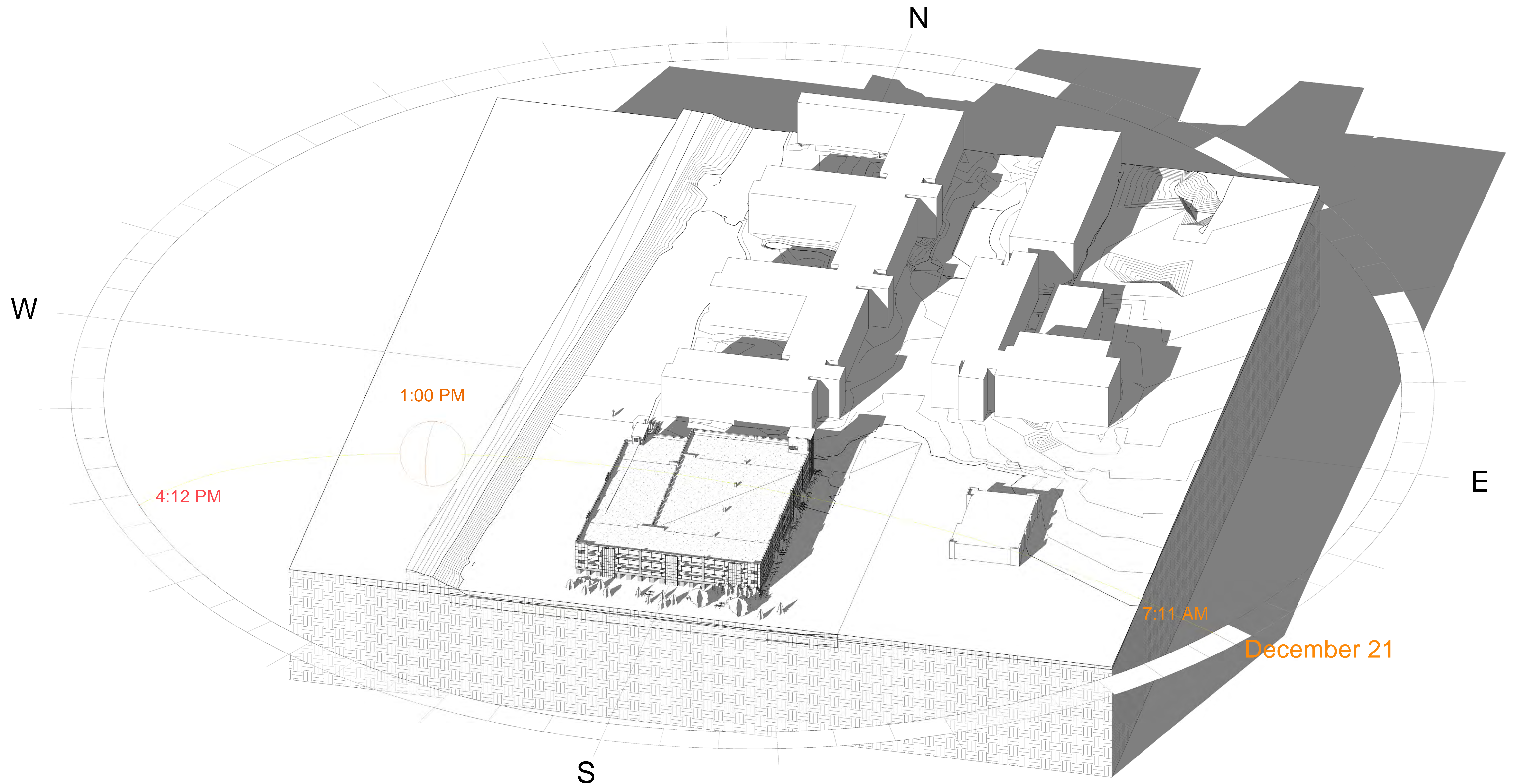
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# Sun Shadow Study



Winter Solstice at 1pm

December 21, 2013 Winter Solstice

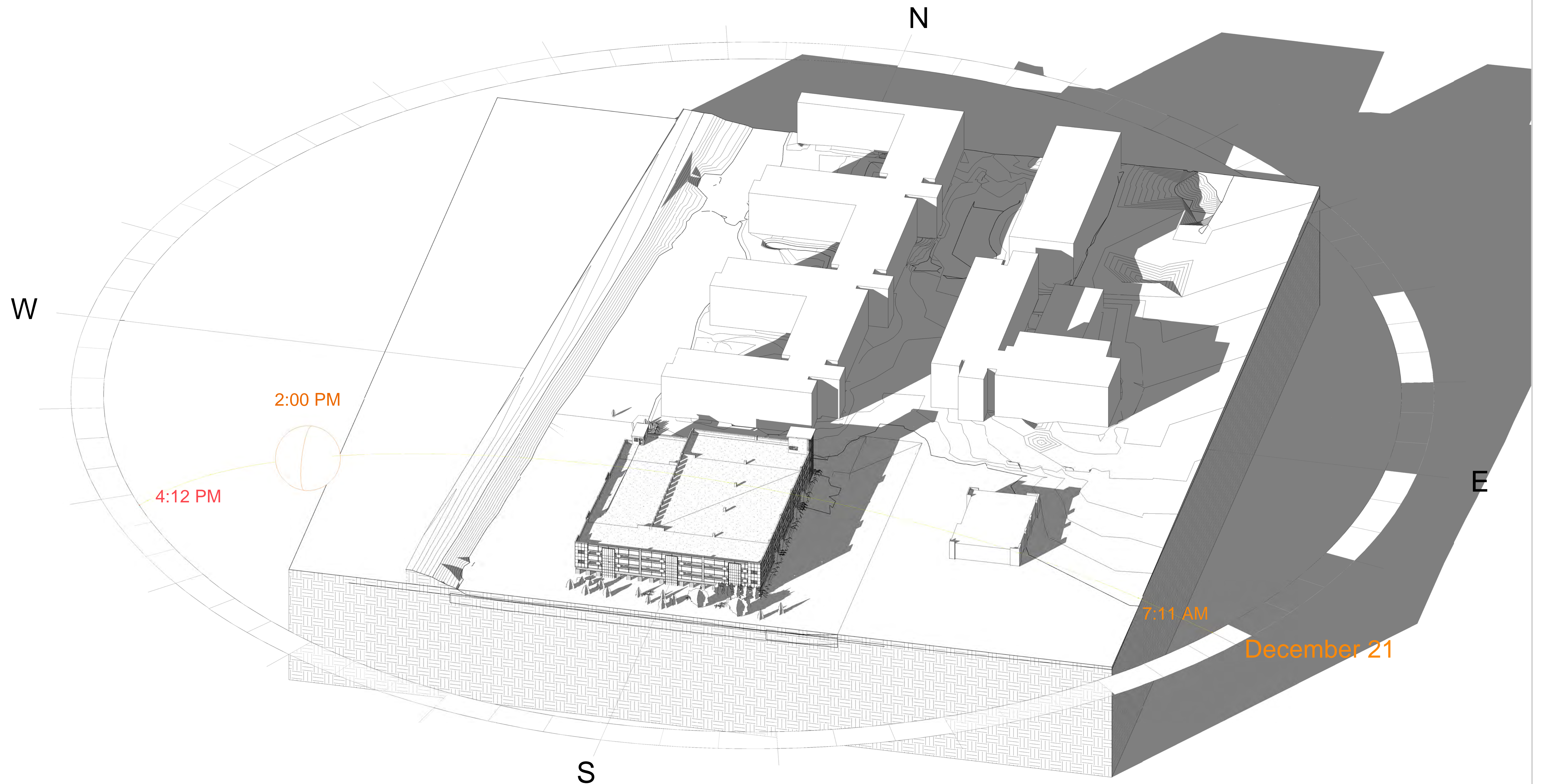
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# Sun Shadow Study



Winter Solstice at 2pm

December 21, 2013 Winter Solstice

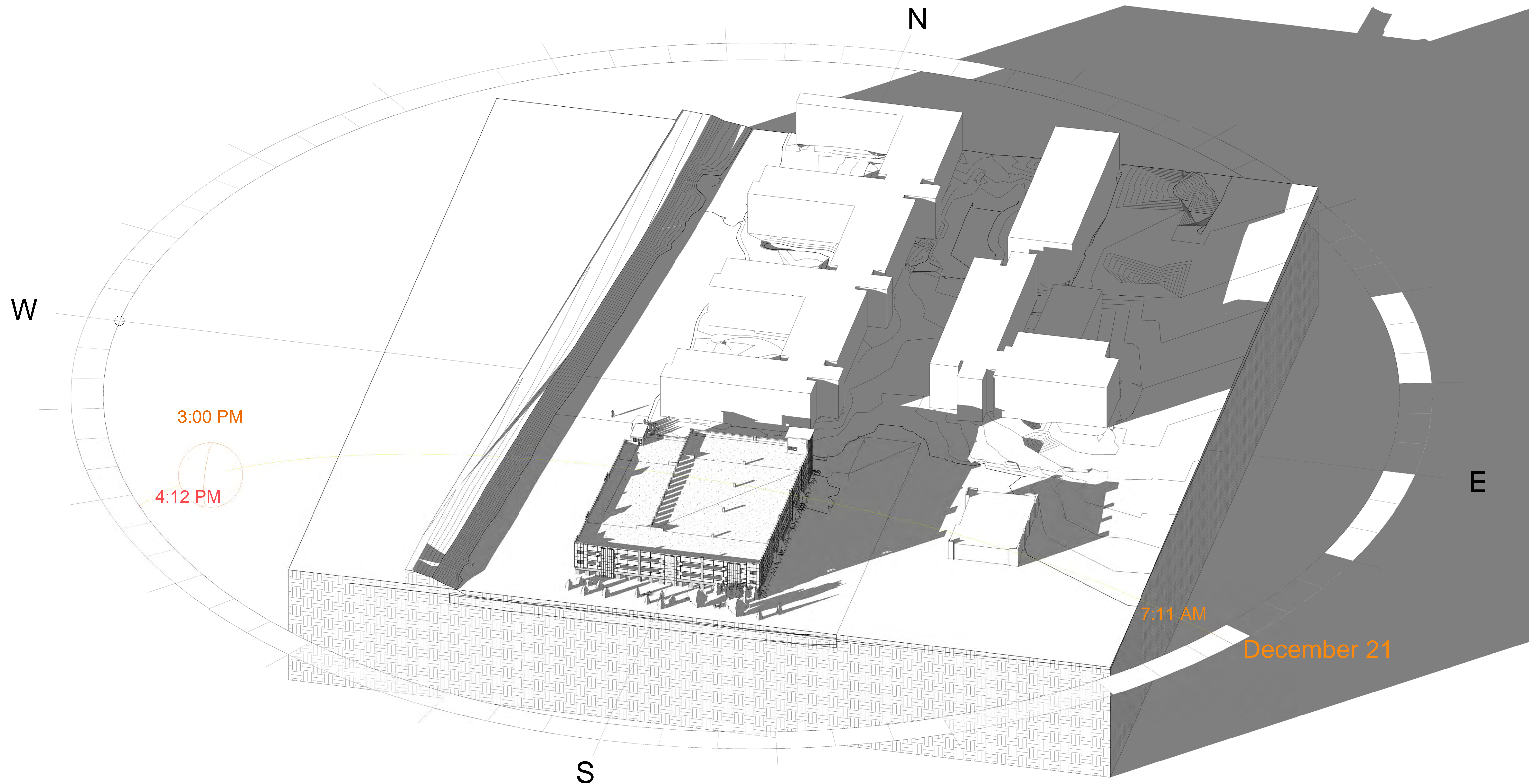
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# Sun Shadow Study



Winter Solstice at 3pm

December 21, 2013 Winter Solstice

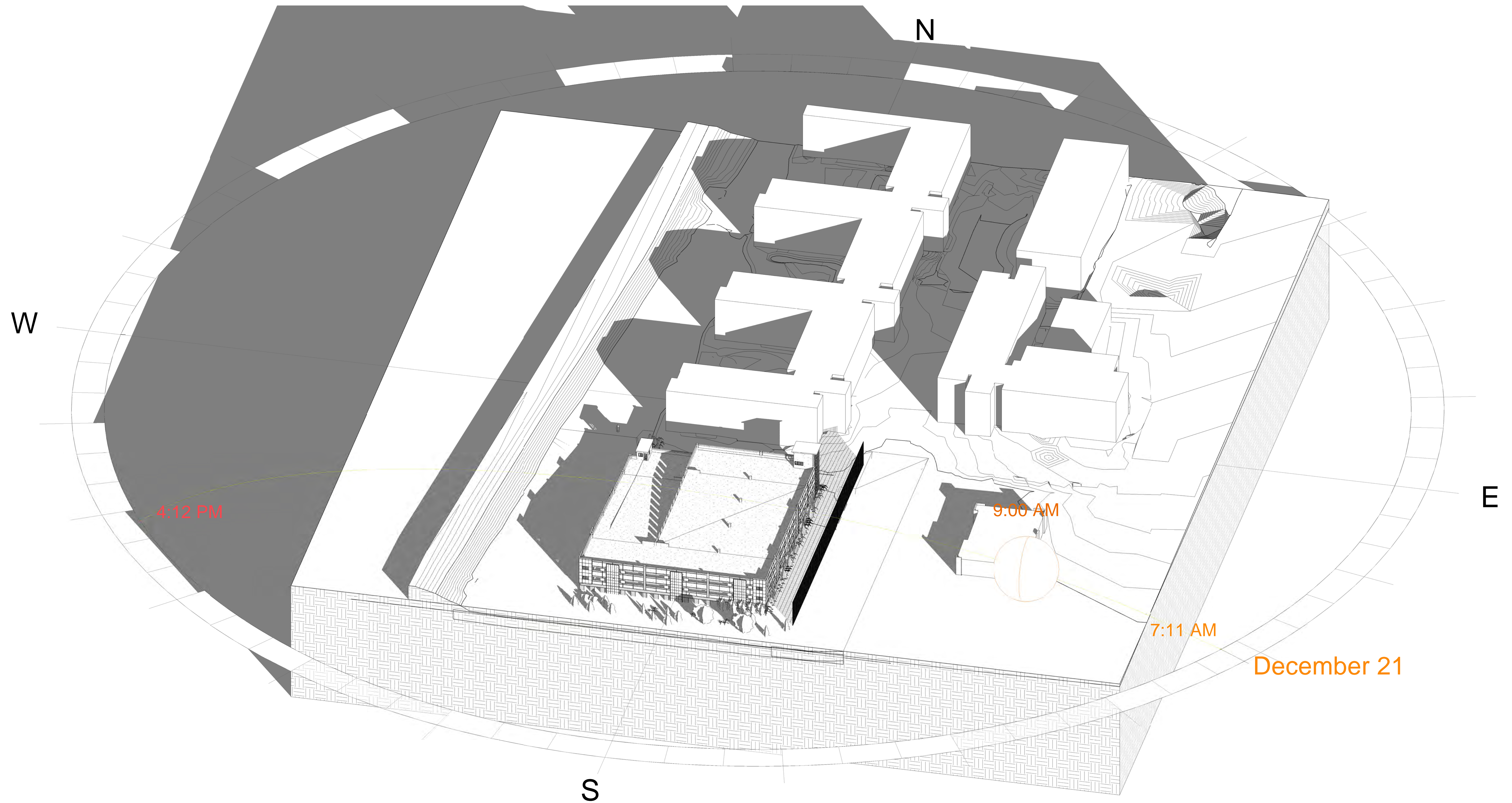
The Summit on College  
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# Sun Shadow Study



Winter Solstice at 9am- with 25ft Wall

December 21, 2013 Winter Solstice

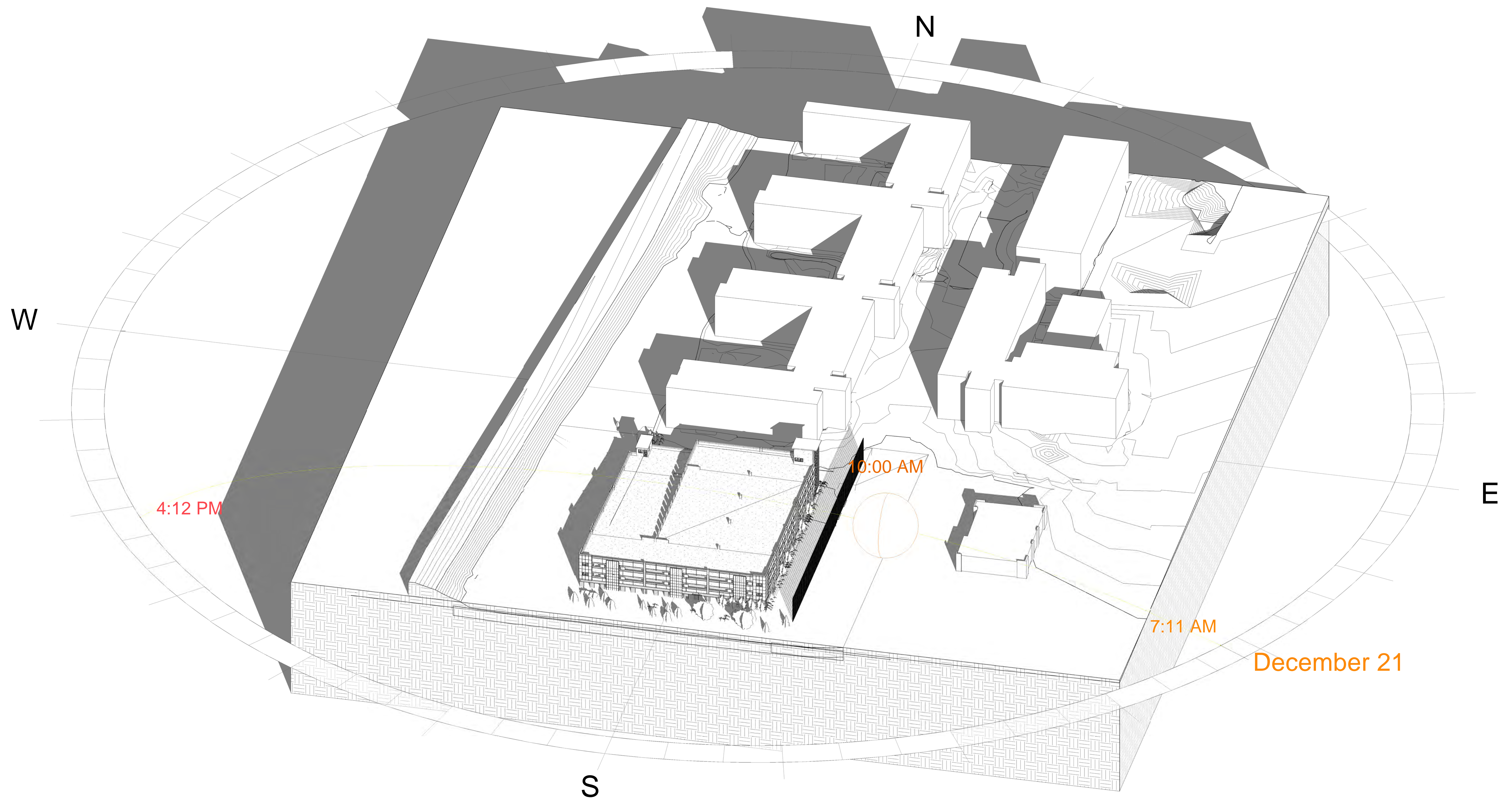
The Summit on College  
Fort Collins, Colorado

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# Sun Shadow Study



Winter Solstice at 10am-with 25ft Wall

December 21, 2013 Winter Solstice

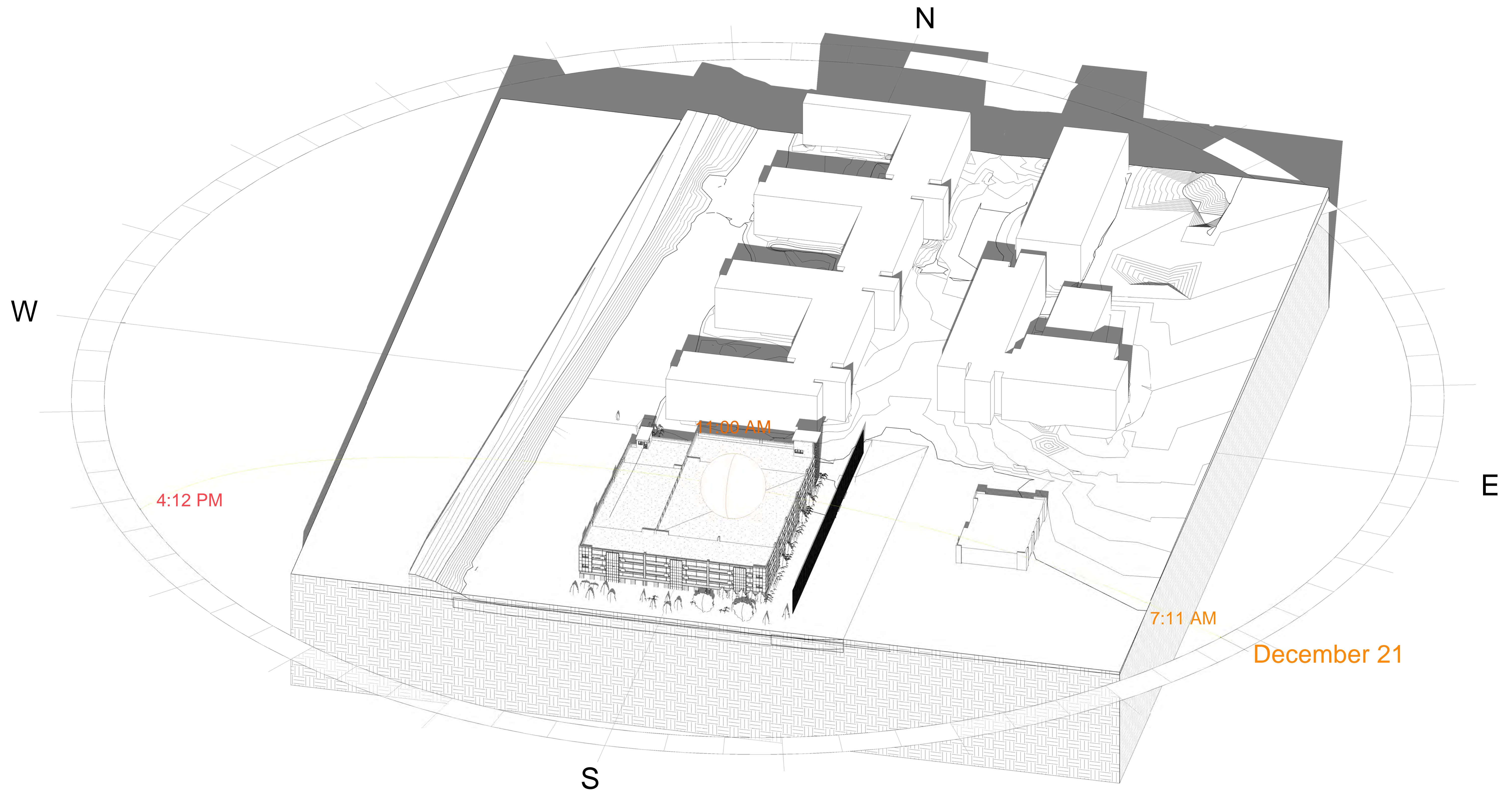
The Summit on College  
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# Sun Shadow Study



Winter Solstice at 11am-with 25ft Wall

December 21, 2013 Winter Solstice

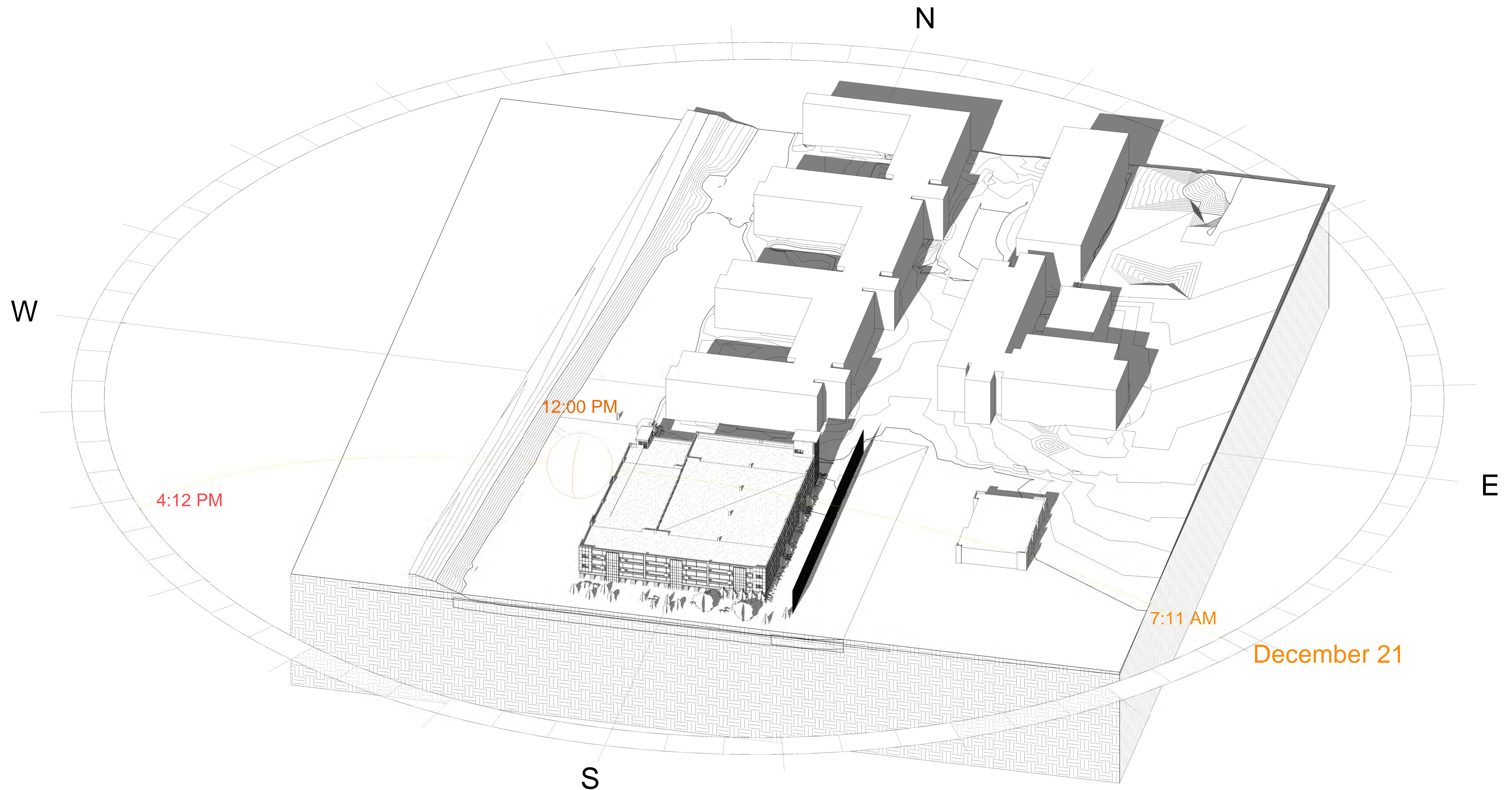
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# Sun Shadow Study



Winter Solstice at 12pm-with 25ft Wall

December 21, 2013 Winter Solstice

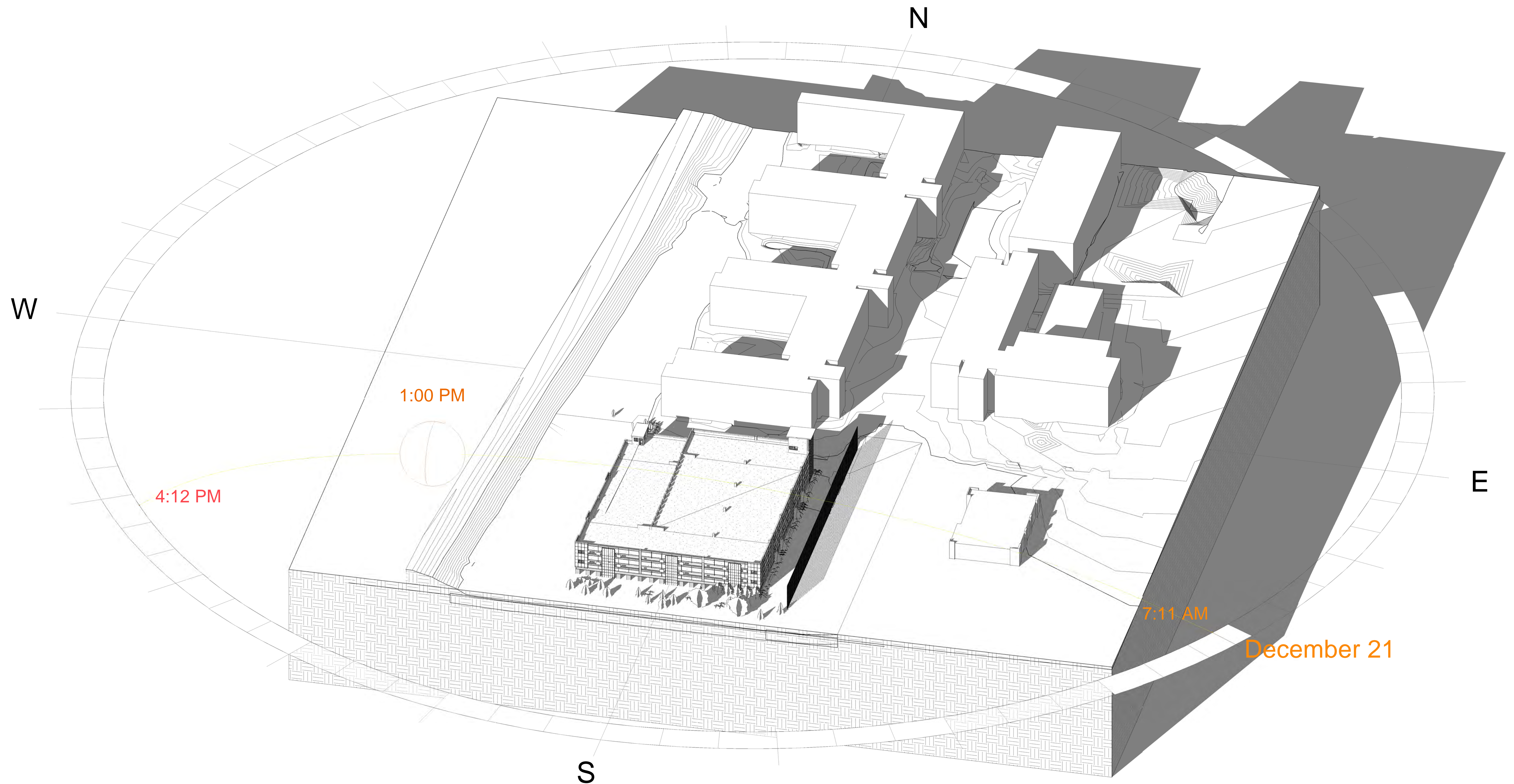
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## Sun Shadow Study



Winter Solstice at 1pm-with 25ft Wall

December 21, 2013 Winter Solstice

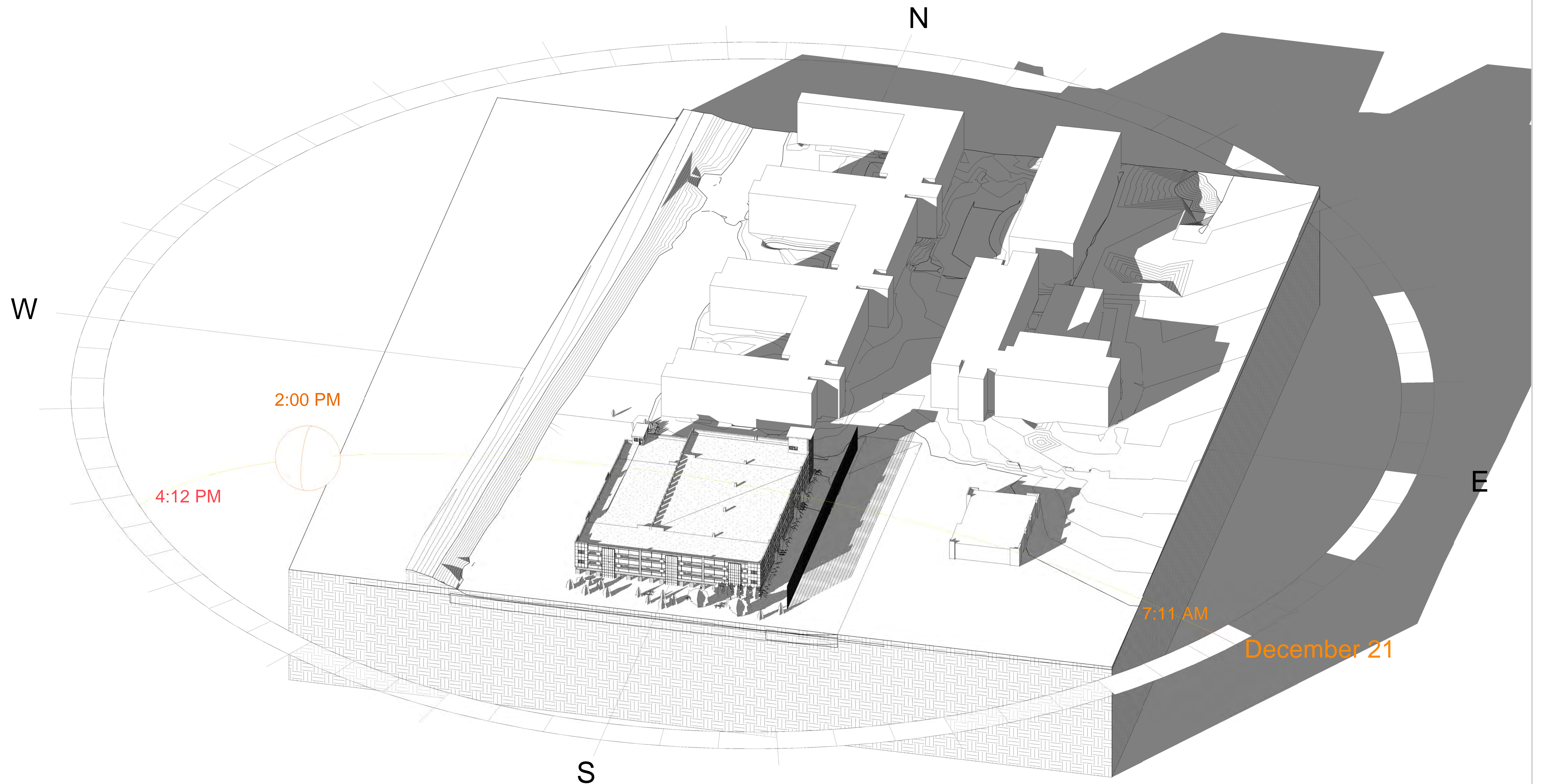
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# Sun Shadow Study



Winter Solstice at 2pm-with 25ft Wall

December 21, 2013 Winter Solstice

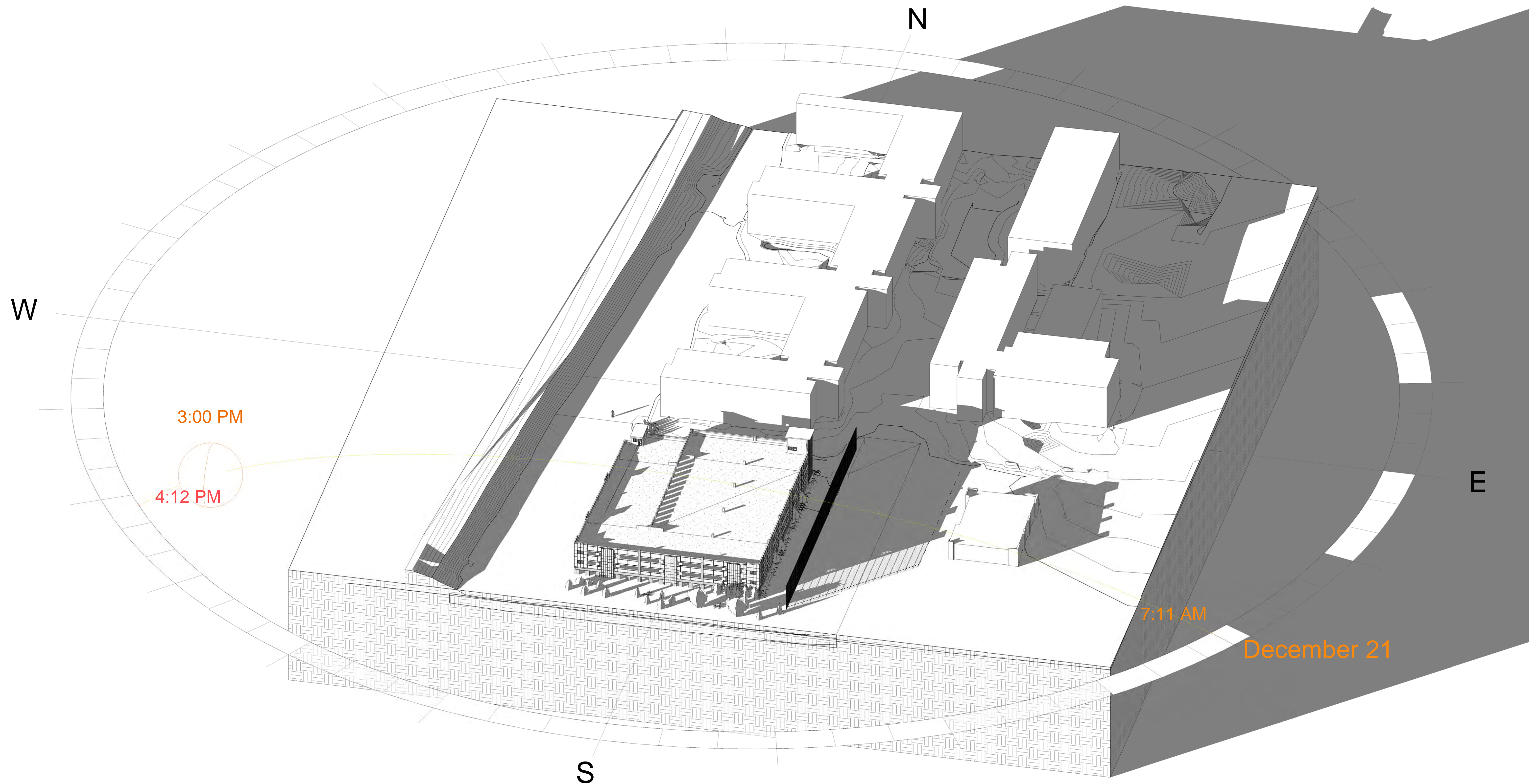
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## Sun Shadow Study



Winter Solstice at 3pm-with 25ft Wall

December 21, 2013 Winter Solstice

The Summit on College  
Fort Collins, Colorado

03/03/14

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## **THE SUMMIT ON COLLEGE PARKING GARAGE** **MAJOR AMENDMENT SUBMITAL**

### **Bike Parking – Request for Alternate Compliance**

#### **Request overview:**

This project was originally approved in 2011, and the City of Fort Collins Land Use Code at that time required bike parking at the ratio of 10% of the number of vehicle parking spaces. This resulted in a total of 35 required bike parking spaces. The developer felt that this would not be enough bike parking for this type of development at that time, so a total of 393 spaces were installed prior to the Project opening in fall of 2013.

Currently, this project is applying for a Major Amendment to the approved FDP, to include an onsite parking Garage. Between the time the project was originally approved and the Major Amendment was submitted, the City of Fort Collins LUC was updated to require, per section 3.2.2(C)(4)(b) one bike parking space per bedroom. Further, the code requires that 60% of these bike spaces need to be in an enclosed area, while the remaining 40% may be located outside. The table on the following page outlines the requirements per the code when the project was originally approved and the current code. Currently the bike racks on site are utilized at approximately 90%.

Had this project been developed under the current code, the building would have been designed with bike storage incorporated into the layout of each unit. However, it was not, and it is not practical to retro fit either the units or common areas. In order to provide alternate compliance, the developer proposes to add 154 additional bicycle rack spaces, with as many of these racks as possible being added in designated locations around the perimeter of the existing building. Per the attached site plan, exhibit, which indicates existing bike storage around the existing buildings in **Blue** and proposed additional storage areas in **Red**, there are only two areas where bike racks may be added around the existing buildings due to existing utility and engineering conflicts, access restrictions, and without removing significant amounts of landscaping, which provide both character and marketability to the facility. We anticipate that approximately 36-42 bike spaces might be added around the existing buildings within the two additional locations identified. The 112 to 118 additional bike rack spaces which cannot be added around the existing buildings will be added on the covered ground level of the parking deck (potential locations indicated on attached ground level floor plan), with as many of these racks as possible being added within the indicated “dead” areas of the ground level parking surface as may be possible without interfering with the function of the deck. The balance would be added on a crushed gravel surface just south of the parking surface, but still covered underneath the parking floor above. Additionally, we propose to purchase 118 bike stands to be assigned to tenants on an as requested





basis for use in storage of bikes in individual units, if desired by the individual tenants. The stand that we propose is moveable so as to not interfere with ADA / FHA clearance requirements and can be viewed at <http://www.orsracksdirect.com/delta-manet-floor-stand.html>. The developer is willing to purchase additional stands should more be demanded by tenants, but feel it imprudent to agree to purchase (and store) additional quantities unless sufficient tenant demand is demonstrated. The proposed addition of bike racks around our existing building, addition of covered bike storage in the parking deck and the purchase of the stands for use in units would bring our total bike storage capacity to 667, which is greater than the 665 beds available for tenants. Given that the current bike storage requirements were enacted after the approval of our development, the fact that we do not have adequate space around our building and inside the facility to designate for bike storage, and the fact that we are not adding any additional beds, we feel our proposal for alternate compliance is reasonable and meets the spirit of encouraging bike ridership in the T.O.D.

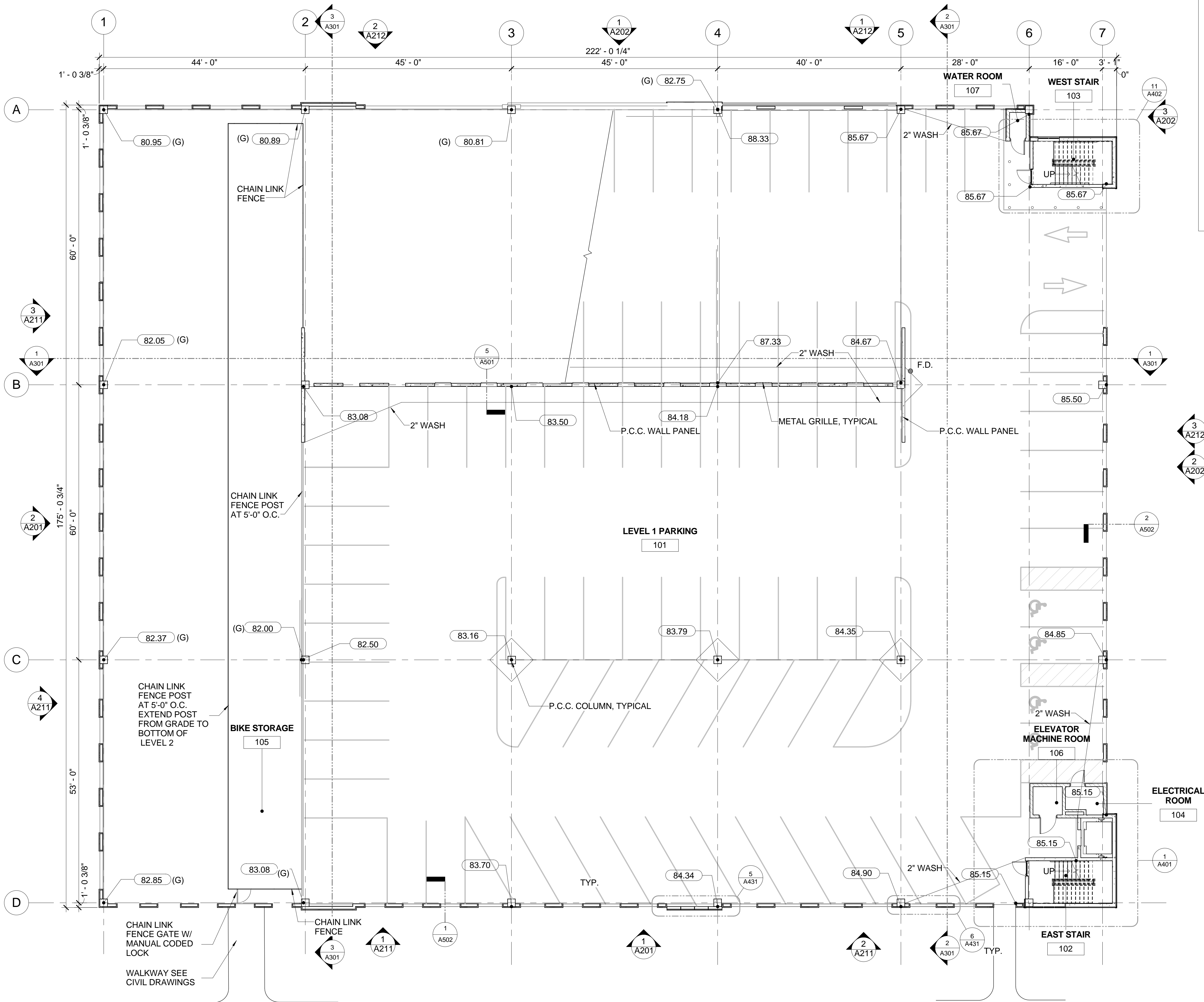
<b>BIKE PARKING</b>	<b>EXISTING EXTERIOR</b>	<b>PROPOSED EXTERIOR</b>	<b>PROPOSED COVERED / ENCLOSED</b>	<b>TOTAL</b>
<b>LOT 1</b>				
REQUIRED AT TIME OF FPD (10% OF TOTAL AUTO SPACES)	19			
PROVIDED	393			
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR)		198	295	493
PROVIDED		429	236	665
<b>ENTIRE PROJECT (LOTS 1 AND 2)</b>				
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR)		266	399	665
PROVIDED		429	236	665











PLAN NOTES

1. (XX.XX) DENOTES NOMINAL SPOT ELEVATION IN BUILDING DATUM OF TOP OF STRUCTURAL SLAB EXCLUSIVE OF ALL CANTS, CURBS, WASHES AND FLOWLINES.
2. BUILDING DATUM +/- 0'-0" EQUALS C.C.D. +XX'-XX".
3. UNLESS NOTED OTHERWISE, TOP OF UPTURNED BEAMS AND EXTERIOR CRASH WALLS SHALL BE 3'-8" ABOVE NOMINAL SPOT ELEVATIONS INDICATED.
4. PROVIDE 1/2" PRE-MOLDED JOINT FILLER AT SLAB TO WALL JOINT, U.N.O.
5. ALL JOINTS AND PENETRATIONS IN FIRE RATED ASSEMBLIES TO BE COMPATIBLE SYSTEMS WITH EQUAL OR GREATER FIRE RATINGS.
6. ALL PARKING AREA SLAB SLOPES TO DRAINS MIN. 1/8" PER FOOT U.N.O.
7. NO PARKING AREA SLAB SLOPES TO EXCEED 2.08% AT ACCESSIBLE PARKING STALLS AND ACCESS ISLES. (INCLUSIVE OF ALL CONSTRUCTION TOLERANCES).
8. ALL PARKING AREAS TO RECEIVE BROOM FINISH PER SPEC. J033000, U.N.O.
9. FOR STRIPING AND SIGNAGE LAYOUT SEE SHEET AP101 THRU AP104.

ISSUE

NO. DESCRIPTION DATE  
DRAWING TITLE:

**LEVEL 1 FLOOR  
PLAN**

DRAWING NO:

**A101**

SCALE: As indicated

DATE: February 13, 2014

PROJECT NO: 60-13118

DES.	DRWN.	CHK'D.
CM/MBT	Author	JH



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February 3, 2014

Mr. Seth Lorson  
Project Planner  
Community Development & Neighborhood Services  
City of Fort Collins  
281 N. College Avenue  
Fort Collins, CO 80524

**RE: Request for Modification of Standards  
The Summit on College Parking Structure**

Dear Mr. Lorson:

Table A in Section 3.2.2 (L) of the City of Fort Collins Land Use Code indicates a drive aisle width of 20' for 60° angled parking and one-way traffic circulation. The 20' width of the drive aisle for 60° angled parking and one-way traffic flow, in our opinion as parking professionals, is wider than generally required for parking storage and can be reduced to approximately 15' in width with no detrimental effect on the users of the Summit on College parking structure or to the public good.

Parking dimensions have been developed to comfortably accommodate the composite design vehicle, which refers to the dimensions of the 85<sup>th</sup> percentile vehicle in the range of all cars, pickups, vans, sport utility and crossover vehicles from smallest (zero Percentile) to largest (100<sup>th</sup> percentile) based on 2010 sales. The composite design vehicle is currently the size of a Chevrolet Traverse, pictured below. The dimensions of this crossover vehicle are 6'-7" in width by 17'-1" in length. The dimensions of the composite design vehicle have varied minimally over the past 25 years in the United States.





The table on the following page lists parking geometrics (dimensions) by Level of Service (LOS) for parking modules from the National Parking Association (NPA). Traffic engineers developed the LOS approach to classify traffic conditions on roadways from A (free flow) to F (gridlock). The LOS approach has been adopted by many parking consultants to help classify conditions in parking facilities. The LOS categories for parking geometrics are as follows:

- LOS A = Excellent
- LOS B = Good
- LOS C = Acceptable
- LOS D = Poor (minimally acceptable)

LOS criteria should be related to the needs and concerns of users. Users with low familiarity and high turnover should be accorded a higher LOS than users with high familiarity and low turnover. Generally recommended for moderate to high turnover parking (retail, restaurant, service, etc.) are minimum LOS B geometrics and recommended for low turnover parking (employee, commuter, resident, etc.) are LOS C geometrics.

### Parking Module Dimensions by Level of Service

Level of Service A				Level of Service B			
Parking Angle	Vehicle Projection	Drive Aisle Width	Module Width	Parking Angle	Vehicle Projection	Drive Aisle Width	Module Width
45	17'-6"	14'-6"	49'-6"	45	17'-6"	13'-6"	48'-6"
50	18'-1"	14'-10"	51'-0"	50	18'-1"	13'-10"	50'-0"
55	18'-6"	15'-6"	52'-6"	55	18'-6"	14'-6"	51'-6"
60	18'-10"	16'-4"	54'-0"	60	18'-10"	15'-4"	53'-0"
65	19'-0"	17'-6"	55'-6"	65	19'-0"	16'-6"	54'-6"
70	19'-1"	18'-4"	56'-6"	70	19'-1"	17'-4"	55'-6"
75	18'-11"	19'-8"	57'-6"	75	18'-11"	18'-8"	56'-6"
90	17'-10"	25'-10"	61'-6"	90	17'-10"	24'-10"	60'-6"

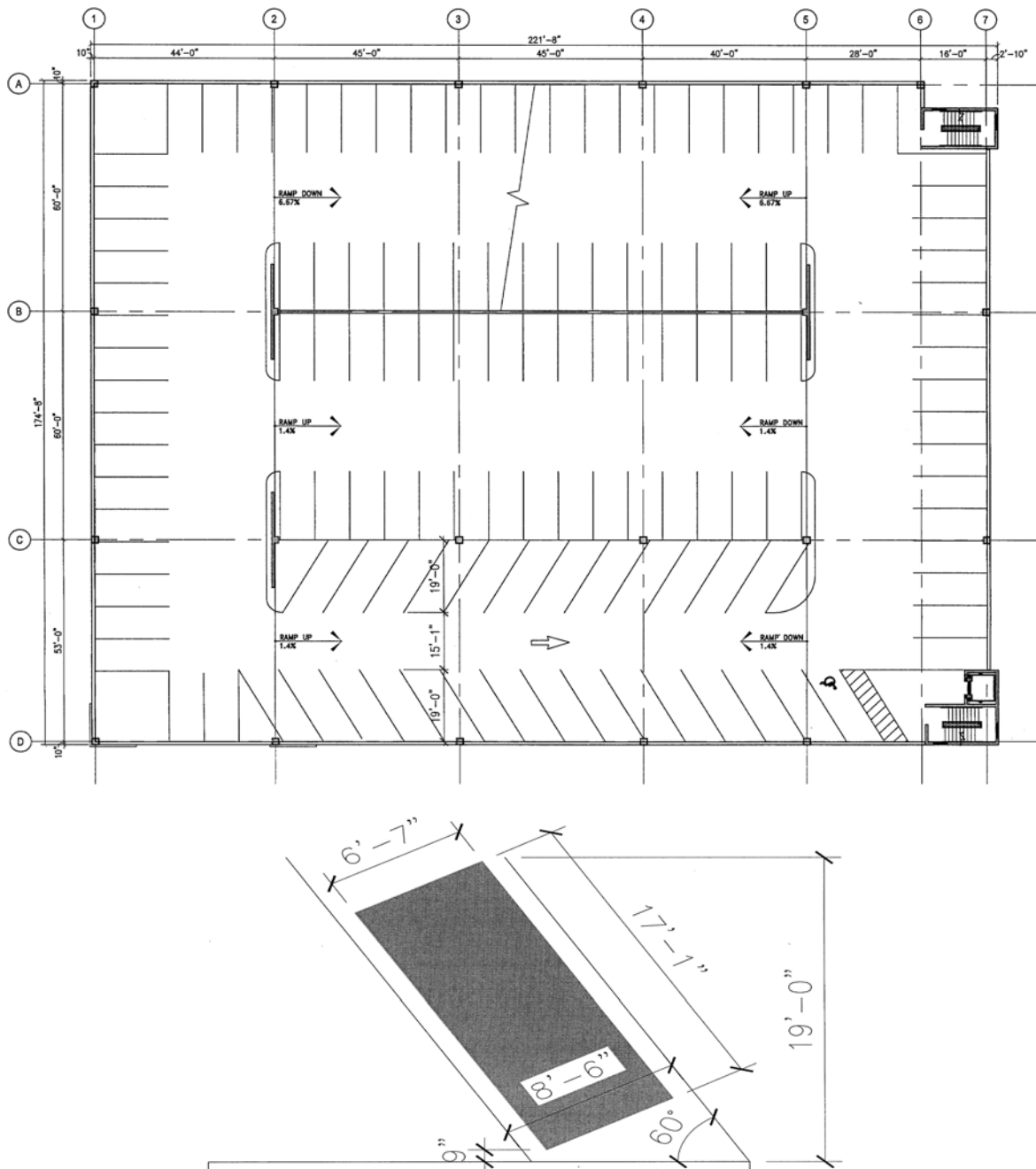
  

Level of Service C				Level of Service D			
Parking Angle	Vehicle Projection	Drive Aisle Width	Module Width	Parking Angle	Vehicle Projection	Drive Aisle Width	Module Width
45	17'-6"	12'-6"	47'-6"	45	17'-6"	11'-6"	46'-6"
50	18'-1"	12'-10"	49'-0"	50	18'-1"	11'-10"	48'-0"
55	18'-6"	13'-6"	50'-6"	55	18'-6"	12'-6"	49'-6"
60	18'-10"	14'-4"	52'-0"	60	18'-10"	13'-4"	51'-0"
65	19'-0"	15'-6"	53'-6"	65	19'-0"	14'-6"	52'-6"
70	19'-1"	16'-4"	54'-6"	70	19'-1"	15'-4"	53'-6"
75	18'-11"	17'-8"	55'-6"	75	18'-11"	16'-8"	54'-6"
90	17'-10"	23'-10"	59'-6"	90	17'-10"	22'-10"	58'-6"



Proposed for the Summit on College parking structure is a parking module that is 53'-1" wide for 60° parking and one-way traffic flow (19'-0" vehicle projections and 15'-1" drive aisle), as shown on the concept plan below. The 19'-0" vehicle projection is of sufficient length to accommodate the 6'-7" x 17'-1" composite design vehicle, as illustrated in the graphic below the floor plan.

**Summit on College Parking Structure  
Typical Level Parking Plan**





As indicated in the table from the NPA on page 2, a 53'-0" wide parking module rates LOS B, which is more than comfortable for low turnover residential parking. It is further illustrated on the flowing page with the use of our AutoTURN program that the 53'-1" parking bay will accommodate vehicles parking on each side of the proposed 15'-1" wide drive aisle and the turns into and out of the parking bay are very comfortable even with the use of a large vehicle template. The parked vehicles are set back a minimum distance of over three feet from the passing vehicle. The circulation will be even more comfortable for small cars. Additionally, vehicles will be able to comfortably back out of the first 60° stall and enter and exit the other 60° stalls without conflicting with parked vehicles in adjacent stalls, as illustrated in the second AutoTURN image.

DESMAN Associates was recently involved in the design of the East Wing Addition Parking Garage for Children's Hospital Colorado (CHC) in Aurora. In order to preserve a view corridor, the Anschutz Medical Campus Design Review Board requested that the width of the parking structure be reduced in order to preserve a view corridor. In order to narrow the garage as much as being requested, two parking bays with 90° parking and two-way traffic were reduced with the use of 60° angled parking and one-way traffic flow. The clear width of the angled parking bays are 51'-8" wide (19'-0" vehicle projections with 13'-8" wide drive aisles). The garage was greeted with rave reviews by the staff parking in it with respect to ease of traffic flow. Contact information for CHC is below:

Ms. Kathy Hurley  
Manager, EOC  
Children's Hospital Colorado  
(720) 777-2793  
[Kathy.Hurley@childrenscolorado.org](mailto:Kathy.Hurley@childrenscolorado.org)

Ms. Selina Burrridge  
Parking and Access Control Supervisor  
Children's Hospital Colorado  
(720) 777-9775  
[Selina.Burrridge@childrenscolorado.org](mailto:Selina.Burrridge@childrenscolorado.org)

The granting of the requested modification of standards would not be detrimental to the public good and will promote the general purpose of the standard for which the modification is requested equally as well as the standard for which the modification is being requested. Based on the information presented herein, the request for modification of standards is very reasonable and should be granted.

Respectfully submitted,  
DESMAN Associates

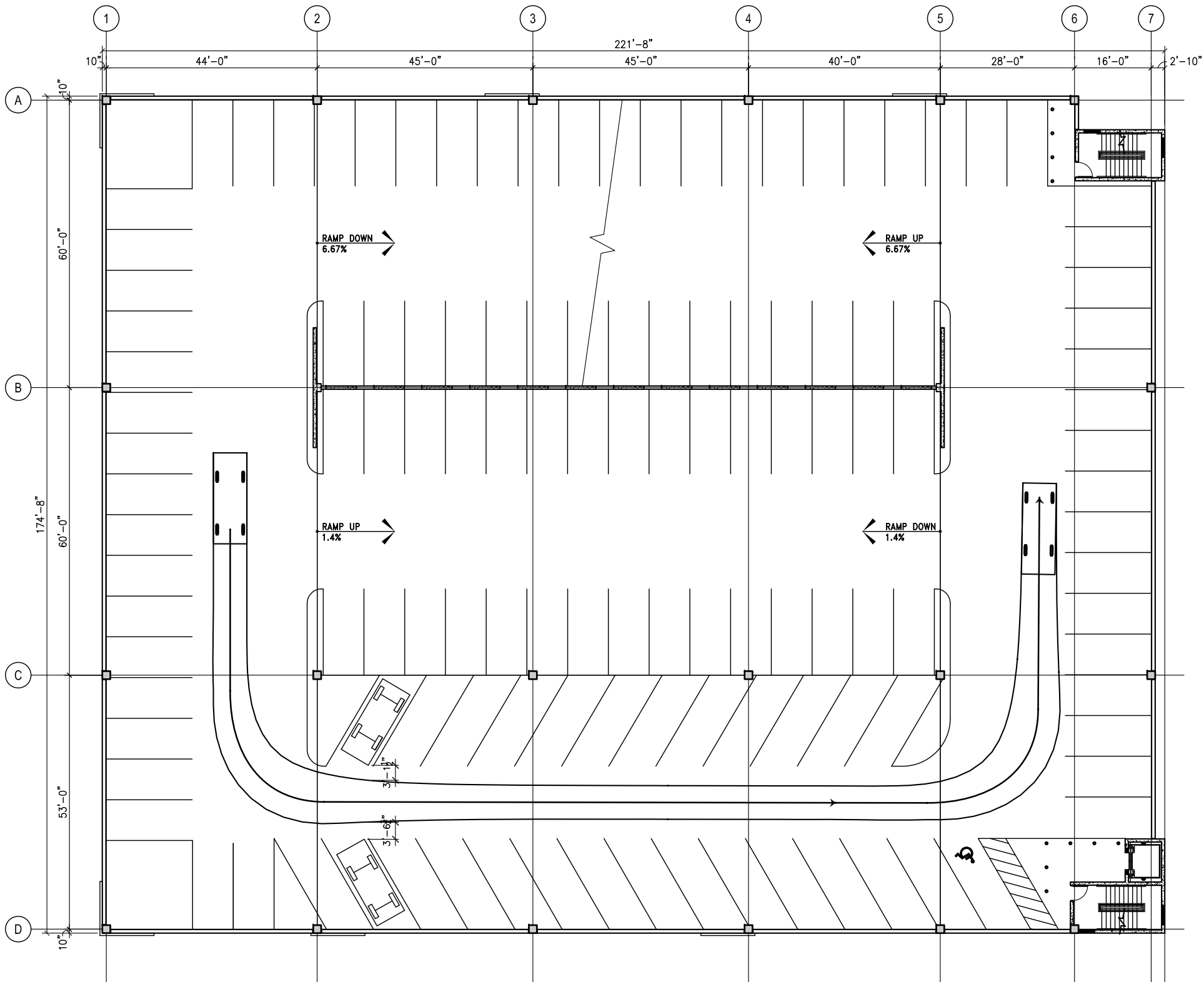


Scot D. Martin  
Senior Parking Consultant

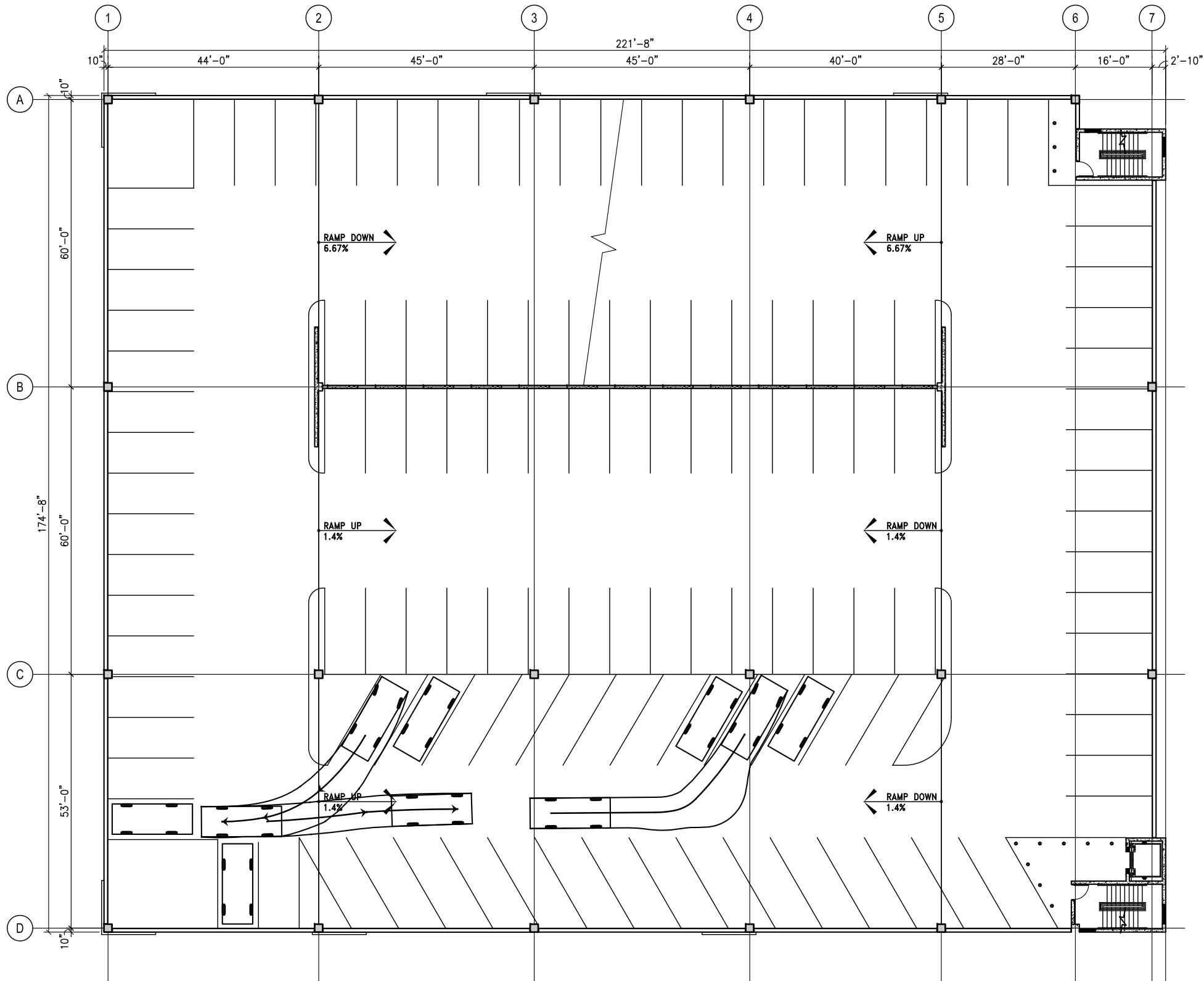


Stephen J. Rebora, R.A.  
President











December 12, 2013

Walker May  
Capstone Development Partners, LLC  
402 Office Park Drive, Suite G50  
Birmingham, AL 35223

RE: Ecological Characterization Study (ECS) Letter Report for the Summit Parking Garage at 1807 South College Avenue in Fort Collins, Colorado

Mr. Walker May

This letter ECS Report is submitted in response to the City's request for an ECS Report for the proposed Summit multi-level parking garage. The parking garage development site is located at the south end of the recently constructed Summit student housing development at 1807 South College Avenue. The current development proposal calls for the construction of a four-level parking structure at the existing ground level parking lot previously constructed. Ecological characteristics of the property were evaluated during a field review of the property on December 9, 2013.

The following provides a summary of ECS information required by Fort Collins Land Use Code under 3.4.1 (D) (1) items (a) through (k).

#### **ECOLOGICAL STUDY CHARACTERIZATION CHECKLIST**

(a & i) The proposed parking structure development site has low ecological value and supports no natural habitat features since it was previously developed as a ground-level parking lot. Currently, the site consists of pavement and parking lot landscaping. As such, the proposed multi-level parking structure site does not support any significant areas of native vegetation or other unique habitat features. Features of ecological value within 500 feet of the project area consist of the Spring Creek stream corridor and adjacent City of Fort Collins open space and park areas. Areas along the south side of Spring Creek have been developed as Creek Side Park by the City of Fort Collins. The area between the Summit Garage south property border and the north edge of Spring Creek is City of Fort Collins open space that is in a relatively degraded condition and supports primarily annual weed and non-native grass species with minimal woody species development (see attached Figure 1).

Wildlife habitat value on the project area has been degraded by past development. Creation of Creek Side Park with associated human presences, as well as adjacent developments and roadways has also reduced the overall habitat value of remaining undeveloped land along Spring Creek. Urban-adapted birds such as mourning dove, house finch, and house sparrow use the park site and other nearby undeveloped land for foraging. Canada goose may also occasionally forage in the turf grass areas of Creek Side Park. Resident northern chorus frogs may reside in Spring Creek since it is a perennial stream. The few trees on or near the project area may be used for perching, nesting, and foraging by urban-adapted songbirds. No bird nests were located in the deciduous trees located near the project area along Spring Creek or in Creek Side Park by the December 9, 2013 field survey.

(b) There are no wetlands on the property, but there are thin strips of intermittent, vegetated wetlands supported along both banks of Spring Creek.

(c) The project area provides unobstructed views of a portion of the Spring Creek stream corridor and Creek Side Park along the south side of Spring Creek. The proposed four-level Summit Garage structure will be highly visible to recreational users of the Spring Creek Trail and Creek Side Park.



- (d) As indicated under (a & i) the project area supports no native vegetation or significant trees.
- (e) Spring Creek is the only natural drainage within 500 feet of the project area. The top of bank line for this stream feature and 100-foot buffer line is depicted on site plan maps submitted for the project.
- (f) There is no suitable habitat for any threatened, endangered, or other sensitive species on or adjacent to the project area. Sensitive or ecologically important species use of the Spring Creek corridor adjacent to the project area is also not likely since its surface has been disturbed and supports no native habitats.
- (g) Past removal of native habitat has eliminated the potential for any special habitat features on the property.
- (h) The only potential wildlife movement corridor within 500 feet of the project area is the Spring Creek stream corridor. However its potential to serve as a wildlife movement corridor has been considerably impaired by the culvert crossings under the Burlington Northern Railroad right-of-way and South College Avenue, as well as by the lack of suitable woody vegetation cover along Spring Creek.
- (j) There are no issues regarding the timing of garage structure development and ecological features or wildlife use of the project area or the nearby Spring Creek stream corridor and Creek Side Park. Trees along Spring Creek and within Creek Side Park were searched during the field survey for any evidence of past nesting by raptors and none was found. Future nesting use is also unlikely because of nearby roadways, developments, and extensive human presence.
- (k) Since the entire project area has been previously developed, project development would have no impact on natural habitats or important habitat features in the project area. The principal impacts resulting from parking structure development would be encroachment of the upper levels of the parking structure into the 100-foot Spring Creek buffer zone (Section 3.4.1 of the Land Use Code) and the visual impact of the parking structure on the Spring Creek corridor and Creek Side Park. Current design plans for the parking structure indicate the top three levels would reduce the required 100-foot buffer to about 60 feet over a 60-foot length of structure, 60 to 80 feet over a 30 foot length, and 70 to 80 feet over a 80-foot length.

In order to meet Land Use Code Section 3.4.1 buffer zone performance standards with a reduction of about 20 to 40 feet in the stipulated buffer, substantial plantings of vegetation will need to be implemented to screen views of the parking structure as well as enhance wildlife habitat along the north side of Spring Creek.

Projects in the Vicinity of Spring Creek must comply with Section 3.4.1(l)(1) of the Land Use Code, which states the following: *Projects in the vicinity of large natural habitats and/or natural habitat corridors, including, but not limited to, the Poudre River Corridor and the Spring Creek Corridor, shall be designed to complement the visual context of the natural habitat. Techniques such as architectural design, site design, the use of native landscaping and choice of colors and building materials shall be utilized in such manner that scenic views across or through the site are protected, and manmade facilities are screened from off-site observers and blend with the natural visual character of the area. These requirements shall apply to all elements of a project, including any aboveground utility installations.*

A number of ideas have been informally discussed with City staff regarding green screening of the south face of the parking structure, including planting of evergreens and growing vines along a cable mesh. It would be impossible to totally screen a 4-story parking structure from view from the Spring Creek corridor, but the following mitigation recommendations are proposed to help soften and break up views of the structure and give a more natural feature appearance to recreational users of the Spring Creek Trail and Creek Side Park. Proposed mitigation measures would also substantially enhance wildlife habitat along the north side of the Spring Creek stream corridor.



- City of Fort Collins Land Use Code, in Article 3.2.4(D)(6) requires that *natural areas and natural features shall be protected from light spillage from off site sources*. Therefore, intensity of night lighting from the side of the parking structure facing the Spring Creek corridor should be shielded or directed to preclude the intrusion of artificial nighttime light into the landscaped buffer zone and adjacent Spring Creek riparian and stream corridor.
- Earth tone colors or materials should be used for the facade on the south facing walls of the parking structure.
- An irregular line of blue spruce or Englemann spruce trees should be planted along the entire south face of the parking structure. Over time these evergreens can grow quite large and would visually screen much of the south side of the parking structure from view. This seems to be a more feasible, effective, and longer-lasting approach to visual screening than growing vines on a cable mesh or other type of trellis on the south wall. In addition, evergreen spruce trees would create green screening through all seasons, while vines would only screen the wall from spring through fall since vines are deciduous. A vine covered wall would also create somewhat of a visual oddity to viewers along Spring Creek and in Creek Side Park since the overall expanse and flat surface of the wall would still be relatively apparent to viewers.
- Additional plantings of smaller stature landscape trees and shrubs within the spruce tree plantings between the garage and City open space would provide additional vegetation diversity, visual appeal, and screening of the garage structure.
- More formal landscape screening on the Summit property should then transition into native riparian plantings in undeveloped City land along the north side of Spring Creek. The City owned area between the Summit Property boundary and Spring Creek is currently in a degraded condition and could be substantially enhanced with native herbaceous and woody plantings to expand upland and streamside riparian habitats along Spring Creek. The more upland portions of City land should be planted with an upland riparian vegetation mix, including shrubs and trees, to create a transition zone from more formal landscaping on the Summit property to native streamside riparian vegetation along the north side of Spring Creek. The goal of these plantings should be to create a self-sustaining, native vegetation community to stabilize soils and enhance wildlife habitat. Plantings of native shrubs and trees would also provide additional visual screening of the parking structure from Creek Side Park. Habitat enhancement plantings would likely require soil treatment to relieve compaction (ripping) and improve fertility (fertilizer amendments). Supplemental irrigation may also be needed for initial establishment of native shrubs and trees. Suggested species for planting include the following trees and shrubs.

#### Upland Riparian Zone

##### Trees

eastern cottonwood (*Populus deltoides*)  
lanceleaf cottonwood (*Populus acuminata*)  
(both non-cotton bearing varieties)

##### Shrubs

big sagebrush (*Artemisia tridentata*)  
skunkbrush sumac (*Rhus trilobata*)  
rubber rabbitbrush (*Ericameria nauseosa*)  
Saskatoon serviceberry (*Amelanchier alnifolia*)

#### Streamside Riparian Zone

eastern cottonwood (*Populus deltoides*)  
lanceleaf cottonwood (*Populus x acuminata*)  
(both non-cotton bearing varieties)  
peachleaf willow (*Salix amygdaloides*)

American plum (*Prunus americana*)  
chokecherry (*Prunus virginiana*)  
golden currant (*Ribes aureum*)  
leadplant (*Amorpha canescens*)  
false indigo bush (*Amorpha fruticosa*)  
sandbar willow (*Salix exigua*)

- Native grasses recommended for seeding in the upland riparian zone include blue grama (*Bouteloua gracilis*), buffalograss (*Buchloe dactyloides*), slender wheatgrass (*Elymus trachycaulus*), and thickspike wheatgrass (*Elymus lanceolatus*). Grasses recommended for



planting in the streamside zone include western wheatgrass (*Pascopyrum smithii*) and basin wildrye (*Leymus cinereus*).

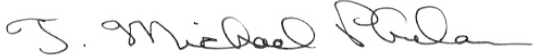
- Revegetation of any water quality/detention basins in the buffer zone should also use native grass and forb species to meet buffer zone performance standards stipulated in Section 3.4.1 of the Land Use Code.

Buffer zone enhancement and planting plans on City owned property will need to be coordinated with City Planning, Parks, and Natural Resources staff. Any additional woody species plantings would also need to be in compliance with possible floodway restrictions. It may be preferable for the Applicant to provide a fee-in-lieu payment to the City so that City Parks, Natural Resources, and Floodplain staff can determine and implement the most appropriate buffer plantings and mitigation between Spring Creek and the Summit Garage development parcel.

This concludes my ECS Report evaluation of the proposed Summit Parking Structure. If you have any questions or require additional information regarding my evaluation, please give me a call.

Sincerely,

**CEDAR CREEK ASSOCIATES, INC.**

A handwritten signature in black ink, appearing to read "T. Michael Phelan", written in a cursive style.

T. Michael Phelan  
Principal  
Senior Wildlife Biologist

attachment: Figure 1





### LEGEND

- Summit Development Property Boundary
- Habitat Boundary

**CEDAR CREEK ASSOCIATES, INC.**  
 916 W. 10th Ave., Fort Collins, CO 80521 • (970) 490-4394

**FIGURE 1**  
**Habitat Mapping**  
**for the**  
**Summit Parking Garage**





# Ecological Characterization Study Review

**Project Name:** Summit Parking Garage

**Project Planner:** Seth Lorson

**ECS Consultant:** Cedar Creek Associates

**Review Date:** February 26, 2014

**Project Description:** This is a request for a multi-level parking garage to be installed above the existing surface parking lot at 1807 South College Avenue.

*Environmental Planner Summary.* The proposed Summit Parking Garage is located north of Spring Creek and adjacent to Creekside Park. The original Summit project had a surface parking lot adjacent to the park and provided an average 100' buffer from the creek. The proposed parking garage encroaches onto the originally approved buffer is located to the east of a riparian woodland and wetland drainage area. Current design plans for the parking structure indicate the top three levels would reduce the required 100-foot buffer to about 60 feet over a 60-foot length of structure, 60 to 80 feet over a 30 foot length, and 70 to 80 feet over an 80-foot length.

The project has proposed to meet the buffer standards in two ways: (1) within their property, they propose to install a multi-structured vegetation screen that includes 104 trees and shrubs and a native grass seed mix; and (2) within Creekside Park, the applicants will provide a fee-in-lieu payment to the City of Fort Collins, as within the next two years, the City will be restoring this portion of Spring Creek and will enhance this site to meet the buffer zone standards. A conceptual plan has been developed to determine the fee-in-lieu amount. No lighting spills over into the buffer zone. With these two proposed enhancements to the Spring Creek buffer, staff finds this project complies with Section 3.4.1 of the Land Use Code.

Ecological Characterization Study (ECS) Requirements and Evaluation – Section 3.4.1(D) of the Land Use Code				
	Yes	No	N/A	Comments
Is the project within 500' of a Natural Habitat or Feature <sup>1</sup> ? If yes, which features?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, the project is just north of Spring Creek (see page 1 of the ECS).
Is the wildlife use and value of the area described?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, it is described. Because of past site degradations, e.g., the parking lot, and the human use associated with the adjacent park, the site supports urban-adapted species such as mourning dove, house finch, Canada geese, fox, raccoon, etc. (see page 1).
Are there wetlands present? If yes, have the boundaries and functions been described?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Wetlands are not present on the site, though there are thin strips of intermittent, vegetated wetlands along the banks of Spring Creek (see page 1 of the ECS).



Ecological Characterization Study (ECS) Requirements and Evaluation – Section 3.4.1(D) of the Land Use Code				
	Yes	No	N/A	Comments
Are there any prominent views from or across the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site provides unobstructed views into the Spring Creek corridor and the foothills to the west. The structure will be highly visible to trail users and those on College Avenue (see page 1).
Are the pattern, species, and location of significant native trees and vegetation <sup>ii</sup> described?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N/A, the site does not support any native vegetation or significant trees (see page 2).
Are the pattern, species, and location of significant non-native trees and vegetation described?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The ECS does not describe this, but from numerous site visits, the site does have non-native trees within the parking lot landscaping that was installed with the surface parking lot. None are significant nor do any contribute to the habitat value of the area.
Is a stream or perennial body of water present? If yes, is top of bank <sup>iii</sup> located?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, the top of bank line for Spring Creek is described on the site plans (see page 2).
Are Sensitive or Specially Valued Species <sup>iv</sup> present? If yes, are the areas of use identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The property was evaluated for Sensitive or Specially Valued Species and were found to be unlikely because of past disturbances (see page 2).
Are other special habitat features <sup>v</sup> located on the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The ECS indicates that past removal of native habitat has eliminated the potential for any special habitat features on the property (see page 2).
Does the site contain wildlife movement corridors?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, Spring Creek does serve as a wildlife corridor, though in this section its function is highly impaired due to College Avenue, the railroad and the lack of woody vegetation cover (see page 2).
Are the general ecological functions of the site described?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes (covered throughout the report).
Are there any issues regarding development related timing that should be addressed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No, a nesting survey was conducted and no evidence of past nesting or active nesting was found, so timing should not affect migratory or resident species (see page 2).



Ecological Characterization Study (ECS) Requirements and Evaluation – Section 3.4.1(D) of the Land Use Code				
	Yes	No	N/A	Comments
Are any measures needed to mitigate adverse impacts projected by the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yes, the most significant concern is the encroachment into the Spring Creek buffer zone. To address this, the applicants have proposed extensive plantings on their own property and then a fee-in-lieu payment to the City to contribute to the City's restoration efforts on Spring Creek (planned to be completed in the spring of 2016). As the area just south of the applicant's property is in a floodway and the City is undergoing a restoration effort for this area, it is more effective for the applicants to support the City's broader restoration efforts than to implement their buffer zone improvements in isolation.

## Glossary of Terms

<sup>i</sup> *Natural features* shall mean (a) natural springs, (b) areas of topography which, because of their steepness, erosion characteristics/geologic formations, high visibility from off-site locations and/or presence of rock outcroppings, and (c) view corridors which present vistas to mountains and foothills, water bodies, open spaces and other regions of principal environmental importance, provided that such natural features are either identified on the city's *Natural Habitats and Features Inventory Map*, or otherwise meet the definition of natural area as contained in this Article.

<sup>ii</sup> *Native vegetation* shall mean any plant identified in Fort Collins Native Plants: Plant Characteristics and Wildlife Value of Commercial Species, prepared by the City's Natural Resources Department, updated February 2003.

<sup>iii</sup> *Top of bank* shall mean the topographical break in slope between the bank and the surrounding terrain. When a break in slope cannot be found, the outer limits of riparian vegetation shall demark the top of bank.

<sup>iv</sup> *Sensitive or Specially Valued Species* are defined as the following species: Federally Threatened and Endangered Species; State of Colorado Threatened and Endangered Species; State of Colorado Species of Concern as identified in the document, Colorado's Natural Heritage: Rare and Imperiled Animals, Plants and Natural Communities, April 1996, Volume 2, No. 1, Animals and Plants of Special Concern and/or any other species identified as in need of protection in the City of Fort Collins Natural Areas Policy Plan (see Division 5 of the Land Use Code).

<sup>v</sup> *Special habitat features* shall mean specially valued and sensitive habitat features including key raptor habitat features, such as nest sites, night roosts and key feeding areas as identified by the Colorado Division of Wildlife or in the Fort Collins Natural Areas Policy Plan (NAPP); key production areas, wintering areas and migratory feeding areas for waterfowl; key use areas for wading birds and shorebirds; heron rookeries; key use areas for migrant songbirds; key nesting areas for grassland birds; fox and coyote dens; mule deer winter concentration areas as identified by the Colorado Division of Wildlife or NAPP; prairie dog colonies over fifty (50) acres in size as included on the Natural Areas Inventory Map; key areas for rare, migrant or resident butterflies as identified in the NAPP; areas of high terrestrial or aquatic insect diversity as identified in the NAPP; remnant native prairie habitat; mixed foothill shrubland; foothills ponderosa pine forest; plains cottonwood riparian woodlands; and any wetland greater than one-fourth (¼) acre in size.



Date: 2/17/2014



TST, INC. CONSULTING ENGINEERS

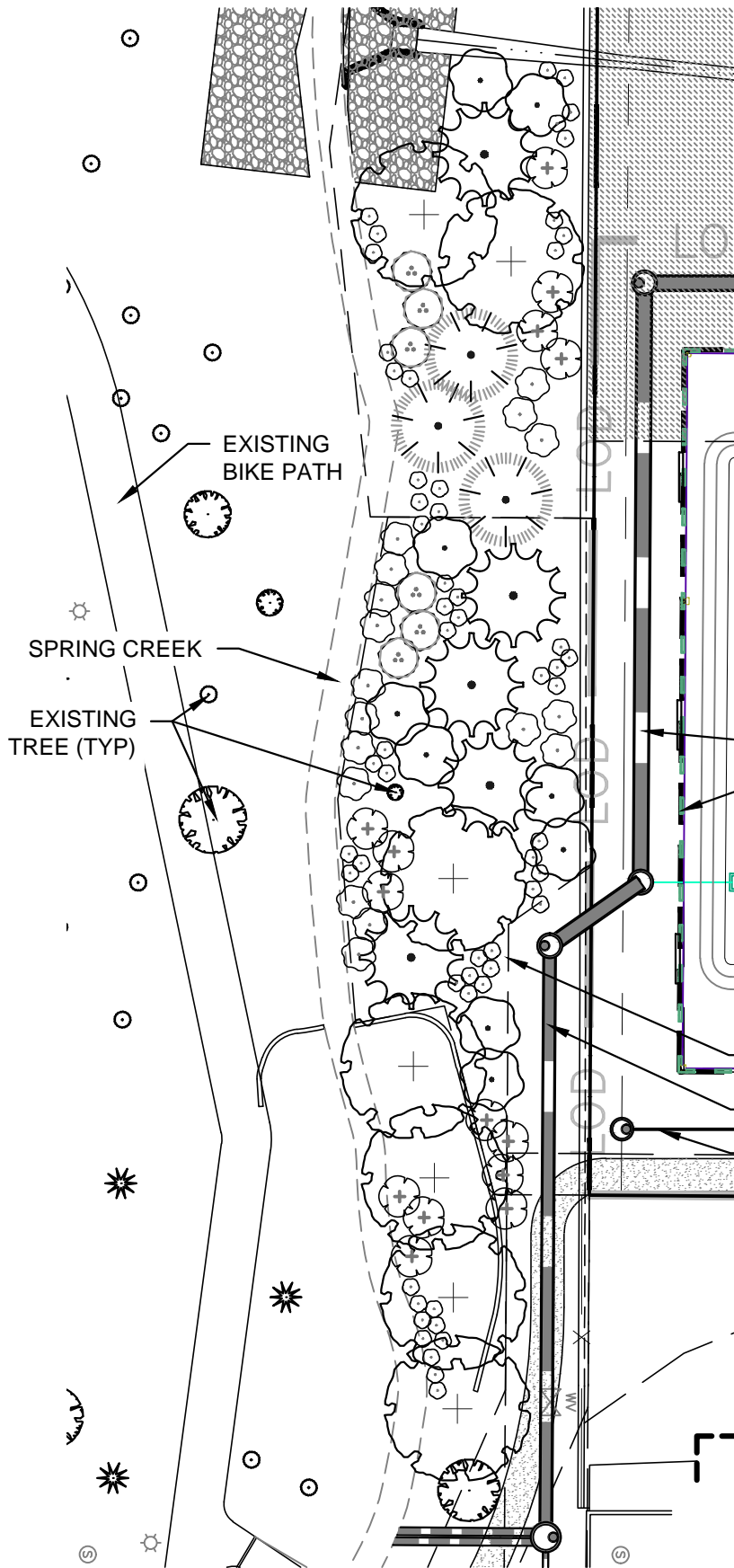










### Summit Parking Garage Buffer Fee in Lieu Estimate

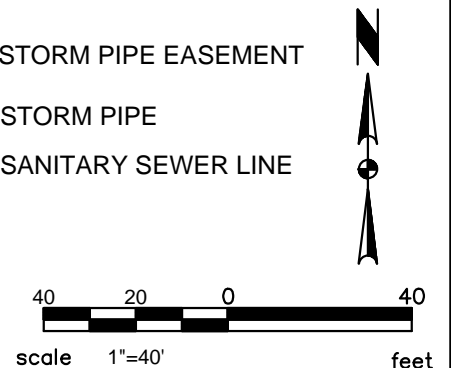
Section	Description	Unit	Unit Cost	Qty	Cost
<b>1</b>	<b>Plantings</b>				
	Evergreen Trees (8' Height)	EA	\$ 500.00	8	\$ 4,000.00
	Shade Trees (3" Caliper)	EA	\$ 450.00	7	\$ 3,150.00
	Ornamental Trees (2" Caliper)	EA	\$ 350.00	9	\$ 3,150.00
	Shrubs (5 Gallon)	EA	\$ 50.00	37	\$ 1,850.00
	Ornamental Grass	EA	\$ 15.00	57	\$ 855.00
	Soil Amendments	CY	\$ 32.00	10	\$ 320.00
	Perennials	EA	\$ 11.57	0	\$ -
	Native Seed and Crimped Straw Mulch	SF	\$ 0.05	16000	\$ 800.00
<b>2</b>	<b>Irrigation</b>	LS	\$ 3,000.00	1	\$ 3,000.00
			Sub Total		\$ 17,125.00
			25% Contingency		\$ 4,281.25
	10 Years of Irrigation Water	EA	\$ 250.00	10	\$ 2,500.00
<b>Grand Total</b>					<b>\$ 23,906.25</b>



# SUMMIT PARKING GARAGE FEE IN LIEU PLAN



PLANT SCHEDULE BUFFER		
BUFFER	QTY	BOTANICAL NAME / COMMON NAME
	9	2" CONCEPTUAL ORNAMENTAL TREE
	5	8" CONCEPTUAL EVERGREEN TREE
	3	8" CONCEPTUAL EVERGREEN TREE
	7	3" CALIPER CONCEPTUAL SHADE TREE
BUFFER	QTY	BOTANICAL NAME / COMMON NAME
	17	CONCEPTUAL LARGE SHRUB -- 5 GALLON
	57	CONCEPTUAL ORNAMENTAL GRASS -- 1 GALLON
	6	CONCEPTUAL LARGE SHRUB -- 5 GALLON
	14	CONCEPTUAL LARGE SHRUB -- 5 GALLON



CONCEPTUAL BUFFER PLANTING  
DATE: FEBRUARY 2014  
JOB NO. 1110.0000.00  
SHEET 1 OF 1





*ELB Engineering, LLC*  
*Transportation Engineering Solutions*

## Memorandum

**TO:** Mr. Walker May, Capstone Development, LLC.  
Mr. Ward Stanford, Traffic Engineer, City of Fort Collins

**FROM:** Eric L. Bracke, P.E., P.T.O.E

**DATE:** January 28, 2014

**SUBJECT:** *The Summit – TIS Addendum – Parking Structure Addition-  
Supplemental Memorandum*



This brief memorandum addresses comments from the City of Fort Collins Transportation Department requesting a sensitivity analysis on the proposed parking structure located near the intersection of College Avenue and Stuart Street. The requested analysis is for the redistribution of the site generated all over to Stuart Street to see if there is sufficient capacity at the intersection if all of the residents use the parking structure. The original trip distribution is found in Figure 1.

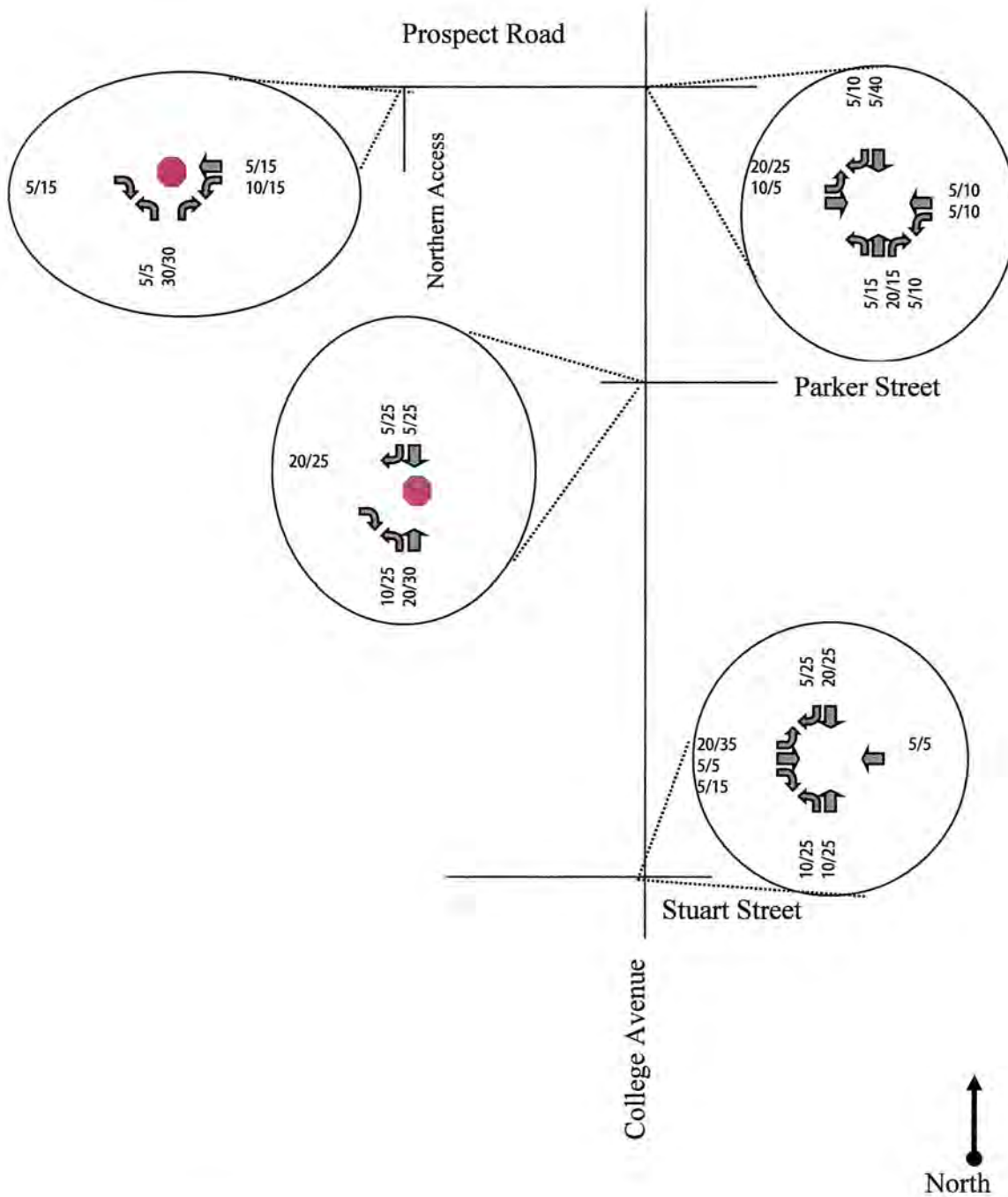
The request from the city asked for the total traffic analysis for the intersection of College and Stuart Street for the year 2028. The revised site generated traffic is displayed in Figure 2.

The revised numbers were then adjusted to the year 2028 traffic for the intersection of College Ave and Stuart Street. The total traffic project for the key intersection is shown in Figure 3.

Capacity analysis was performed for the key intersection for both the morning and afternoon peak hours. Capacity sheets for the two runs are attached. As can be seen from the capacity worksheets, the intersection of College and Stuart will operate at acceptable levels. In the PM peak, some left turn failures start to occur without additional improvements such as protected left turn phases for east and westbound traffic. However, the evidence to suggest that all traffic from the Summit will enter and exit at Stuart Street is not available at this time.

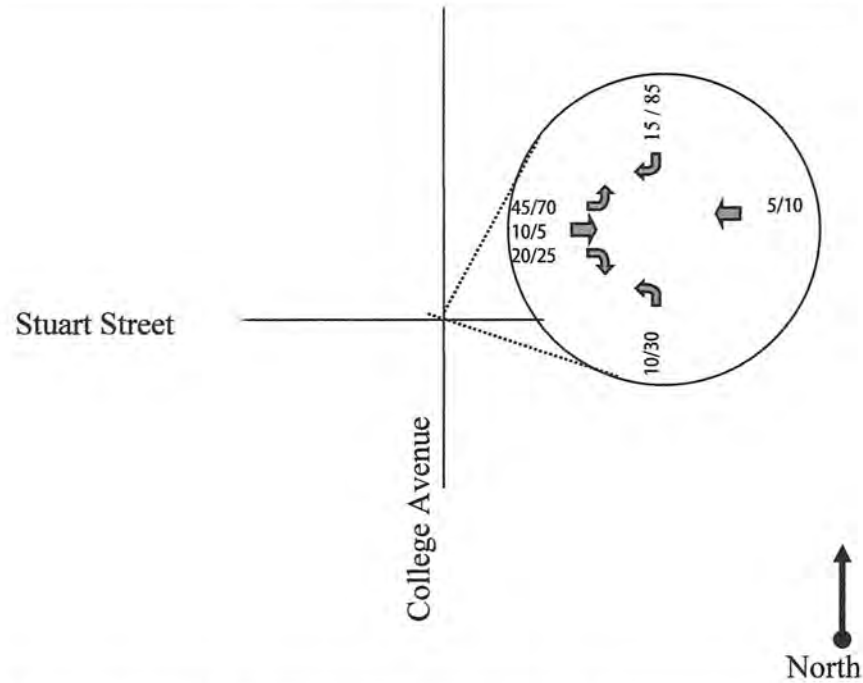
Please let me know if additional information is required.





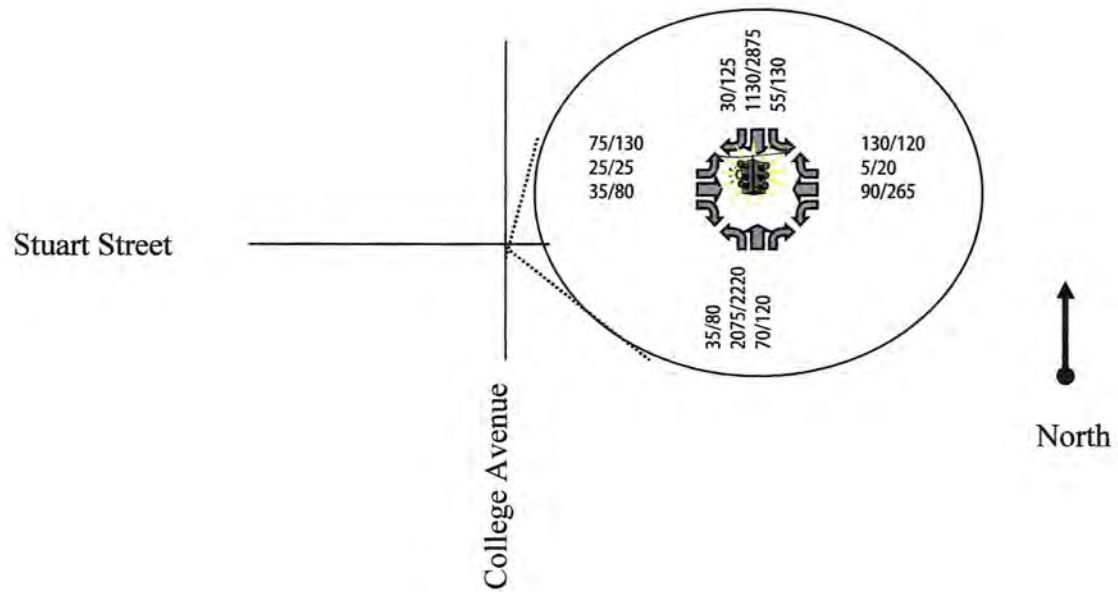


**FIGURE 1: SITE DISTRIBUTED TRAFFIC (AM/PM)**



**FIGURE 2: SITE DISTRIBUTED TRAFFIC @  
COLLEGE/STUART (AM/PM)**


























**FIGURE 3: REVISED YEAR 2028 TOTAL TRAFFIC (AM/PM)**



# HCM Signalized Intersection Capacity Analysis

## 6: Stuart Street & College Avenue

1/28/2014





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Flt	1.00	0.91		1.00	0.86		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1699		1770	1593		1770	5060		1770	5065	
Flt Permitted	0.45	1.00		0.72	1.00		0.18	1.00		0.06	1.00	
Satd. Flow (perm)	838	1699		1334	1593		326	5060		115	5065	
Volume (vph)	75	25	35	90	5	130	35	2075	70	55	1130	30
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	79	26	37	95	5	137	37	2184	74	58	1189	32
RTOR Reduction (vph)	0	33	0	0	113	0	0	2	0	0	2	0
Lane Group Flow (vph)	79	30	0	95	29	0	37	2256	0	58	1219	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases	4			8			5			2		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	13.2	13.2		13.2	13.2		88.8	79.9		72.6	67.7	
Effective Green, g (s)	13.2	13.2		13.2	13.2		88.8	79.9		72.6	67.7	
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.81	0.73		0.66	0.62	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	101	204		160	191		488	3675		150	3117	
v/s Ratio Prot		0.02			0.02		0.01	c0.45		c0.02	0.24	
v/s Ratio Perm	c0.09			0.07			0.05			0.24		
v/c Ratio	0.78	0.15		0.59	0.15		0.08	0.61		0.39	0.39	
Uniform Delay, d1	47.0	43.4		45.9	43.4		3.1	7.4		7.3	10.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		2.72	0.94	
Incremental Delay, d2	31.6	0.3		5.8	0.4		0.3	0.8		1.6	0.4	
Delay (s)	78.6	43.7		51.7	43.8		3.4	8.2		21.4	10.5	
Level of Service	E	D		D	D		A	A		C	B	
Approach Delay (s)		63.1			46.9			8.1			11.0	
Approach LOS		E			D			A			B	
Intersection Summary												
HCM Average Control Delay	13.3			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.63											
Actuated Cycle Length (s)	110.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	68.2%			ICU Level of Service			C					
Analysis Period (min)	15											
c Critical Lane Group												



# HCM Signalized Intersection Capacity Analysis

## 6: Stuart Street & College Avenue

1/28/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Flt	1.00	0.89		1.00	0.87		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1649		1770	1623		1770	5046		1770	5053	
Flt Permitted	0.56	1.00		0.63	1.00		0.05	1.00		0.05	1.00	
Satd. Flow (perm)	1044	1649		1177	1623		96	5046		91	5053	
Volume (vph)	130	25	80	265	20	120	80	2220	120	130	2875	125
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	26	84	279	21	126	84	2337	126	137	3026	132
RTOR Reduction (vph)	0	51	0	0	63	0	0	4	0	0	4	0
Lane Group Flow (vph)	137	59	0	279	84	0	84	2459	0	137	3154	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases	4			8			5			2		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	31.0	31.0		31.0	31.0		82.7	77.7		91.0	82.0	
Effective Green, g (s)	31.0	31.0		31.0	31.0		82.7	77.7		91.0	82.0	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.64	0.60		0.70	0.63	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	249	393		281	387		125	3016		184	3187	
v/s Ratio Prot		0.04			0.05		0.03	0.49		c0.05	c0.62	
v/s Ratio Perm	0.13			c0.24			0.40			0.47		
v/c Ratio	0.55	0.15		0.99	0.22		0.67	0.82		0.74	0.99	
Uniform Delay, d1	43.4	39.1		49.4	39.7		63.1	20.5		35.0	23.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.6	0.2		51.5	0.3		25.2	2.6		15.0	13.7	
Delay (s)	46.0	39.3		100.9	40.0		88.3	23.1		50.1	37.3	
Level of Service	D	D		F	D		F	C		D	D	
Approach Delay (s)		43.0			79.9			25.2			37.8	
Approach LOS		D			E			C			D	
Intersection Summary												
HCM Average Control Delay	35.9			HCM Level of Service			D					
HCM Volume to Capacity ratio	0.96											
Actuated Cycle Length (s)	130.0			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	97.0%			ICU Level of Service			F					
Analysis Period (min)	15											
c Critical Lane Group												



January 8, 2014

Ms. Karen Cumbo, Director of PDT  
City of Fort Collins  
281 N. College Avenue  
Fort Collins, CO 80524

Re: The Summit Student Housing  
Proposed Major Amendment for Parking Structure

Ms. Cumbo:

There are certainly plenty of mistakes to be shared by the City of Fort Collins and the developer of The Summit student housing project in Midtown. Heralded to the community as a "catalyst" for a Midtown renaissance, the reality is disappointingly massive and unattractive, incongruous to the City's high standards while blocking mountain views and crowding College Avenue. Separate from this visual impact is a much-publicized (and misunderstood) condition of inadequate parking.

The goal of this letter is to prevent the City's response to this parking issue from inadvertently compounding public criticism of The Summit and the City's already-damaged credibility to review this and other large scale residential projects.

The developer responsible for this regrettable design and parking issue is proposing a three-story parking structure on site as the only solution. There are more appropriate ways to address what could very well be a short term parking issue without further degrading Midtown. But, the City must remain true to the planning objectives for this project and the integrity of the review process, instead of accepting a quick, politically-expedient fix, which appears to be the direction.

I believe that the current parking problem at The Summit is largely a result of three (3) factors, all potentially temporary. First, although the public objective for transit-oriented student housing was marketed to the City and Urban Renewal Authority and became a condition for project and TIF approvals, the associated reduced parking requirement was not successfully communicated to students and parents. While the developer may have accomplished his August 2013 lease-up objectives, not fully explaining the reduced parking arrangement is an underlying cause of today's parking problem.

Second, the rationale for transit-oriented student housing at this location was largely based upon a functioning MAX Transit system and the completion of a north-south bike/pedestrian trail extending north to Prospect Road, neither of which are in place. MAX is scheduled to serve this project for the Fall 2014 leasing term, and the developer was not required by the City to install this important bike/pedestrian connection, only to secure an easement which remains unimproved. Throughout City and URA Board reviews, the developer (and City Administration) touted that this "catalyst" project would not have been proposed were it not for MAX, yet now MAX's role in reducing required parking appears to be completely discounted.



Third, the developer had represented to both the City and URA Board that adequate long term ("storage") parking would be available to students at a remote location via an agreement with CSU. For whatever reason, the developer never secured this critical parking agreement, and its completion was not a condition for approval by either the City or URA. Absent this agreement for storage parking, the developer still proceeded with leasing while attempting to arrange for temporary parking elsewhere.

No doubt, part of the current parking problem can be addressed as the developer more accurately markets to students during the 2014 leasing season and completes the bike/pedestrian trail connection. Screening tenants and placing a higher price on the limited on-site spaces will address student expectations for on-site parking. The City should expect a learning curve by the developer as he better positions The Summit to take advantage of its proximity to CSU and mass transit, rather than focusing on the first year's occupancy rate to satisfy investors.

Despite an achievable reduced parking demand for daily trip, failure by the City to require that the developer secure an agreement with CSU has created a condition of inadequate long term, or storage, parking. The developer could have shown a "possible parking structure" location on his application but did not. This would have served as a parking contingency plan, allowing the City, URA Board, and the public to consider this parking structure during initial reviews. Or, of course, the developer could have reduced density as a safeguard, but did not.

Nonetheless, the developers' contention that absent this parking agreement with CSU, there is justification for a three-story parking structure adding to the already excessive mass of this project is simply ridiculous. In addition to making farcical the City's long-standing policy objective of reducing dependency on the automobile, an on-site parking structure would have dramatically different impacts than the originally-intended, off-site parking storage. These new, adverse impacts include:

- Worsening the appearance of mass and scale by extending yet another large scale structure south of W. Stuart Street.
- Blocking visibility of the west-facing side of 1801 S. College, recently remodeled as double-sided to be visible by MAX, as encouraged by Midtown Plan.
- Significantly extending The Summit's line-of-site barrier to mountain views.
- Discouraging MAX ridership by offering daily parking options.
- Likely eliminating parking along W. Stuart Street that is much needed by the adjoining, 20,000 s.f. of retail/restaurant users, thereby, sending those cars into neighborhoods.
- Potentially distributing traffic flow beyond the capacity and design of W. Stuart St.

Parking structures are by their nature unattractive. Such a massive structure, even with the City's design guidelines, would worsen this already visually-degraded area of Midtown. Both the City and developer have a poor record of addressing parking for this project. Allowing the first ever developer-operated parking structure with the associated safety issues sets the stage for significant unintended problems.



Then what can be done? To begin, the developer must do more through leasing policies. Concurrently, gains from both MAX and improved bike/ pedestrian connectivity must be properly assessed to determine the extent of the remaining parking issue. Next, the developer needs to pursue alternative off-site locations for long term parking similar to the remote location at CSU which was previously acceptable to the developer and the City. Finally, the City needs to assume a constructive role in coordinating among the developer, MAX, CSU, the South Fort Collins Business Association and other private developers in identifying the opportunities for shared parking facilities at strategic locations in proximity to Midtown.

Please note that my company controls nearly 450 parking spaces either adjoining this project or easily accessible to a MAX transit stop, but has never been approached to discuss a long term parking arrangement with The Summit.

As per the Land use Code, a parking structure constitutes a substantial change in character to The Summit and needs to be evaluated thoroughly in terms of traffic, shadow and view impacts. Most regrettably, the initial planning approval for The Summit did not involve the benefit of Planning and Zoning Board review and the associated opportunities for public inputs. The negative consequences of this to our community are evident. **Circumventing the P&Z Board for this Major Amendment once again would indeed be a travesty.**

Certainly, the conditions of City and URA Board approvals cannot be ignored during City review of this Major Amendment. The basis for previous approvals cannot be undone. It is implausible to believe that The Summit would have earned City approvals with its current density, mass and form had this parking structure been initially proposed. Furthermore, considering that The Summit received public funds on the pretext of accomplishing public objectives of transit orientation and reduced reliance on the automobile, this proposed Major Amendment should require either a new hearing before the URA Board or, minimally, a much higher standard of review. **The public deserves an explanation regarding how the URA accepted a developer's "but for" analysis leading to \$5 million in TIF, and who now not only proposes to alter the public policy basis for the award but who has \$6-7 million to do so.**

I appreciate the City's desire to address the volume of complaints to the City concerning student parking along public streets adjoining neighborhoods. However, please consider that my property at 1623 S. College Avenue ("Chuck E. Cheese Building") adjoining The Summit to the north is the property most adversely impacted by student trespassers. There are typically between 35-50 cars parked throughout the day and overnight on my property. However, I am not complaining to the City. Why? I believe that inevitably this parking condition will substantially improve with the completion of MAX and bike/pedestrian connectivity, marketing adjustments to have the tenant base better match the objectives of the project, and the identification of off-site storage parking.

While the parking situation at The Summit has solutions, the negative visual impact of this apartment project is a regrettable legacy and failed opportunity. The additional mass of a parking structure at this location would be inexcusable and would further erode public confidence in the City's development review process. **Allowing a parking**




**structure to further degrade the visual experience of Midtown does not need to be the price of reducing the parking problems at The Summit.** Certainly, the number of Fort Collins citizens affected by what arguably could be a temporary parking problem is a small fraction of those who are required to accept forever this disturbing visual impact.

In closing, I need to express my concerns after meeting with City staff members from city planning and re- development review that you and others in the City Administration feel compelled to achieve a politically expedient solution to the current parking conditions at The Summit by endorsing the proposed parking structure. This shortsightedness appears to be influencing the professional objectivity and thoroughness by staff in responding to this proposal.

Hopefully, the opinions expressed herein will temper your support a parking structure and contribute to a caliber of review that has been lacking thus far. I look forward to hearing from you by the end of next week regarding your response to the my observations, concerns and suggestions and to hopefully discuss these with you and others in person.

Sincerely,

  
Lester M. Kaplan, President

cc. Darin Atteberry  
Tom Leeson  
Cameron Gloss



February 16, 2014

Dear Seth:

Thank you so much for your time the other day. It was great to meet you and see you again at the community meeting for the FoCo Cafe.

As you recall, we are opening a restaurant / tavern in the garden level of the old Maytag building, 1801 S. College Ave. Our space faces west, and we chose this space specifically due to it's visibility from the Max / Mason Street corridor, as well as the beautiful view of the mountains. We are very concerned about several issues that will arise from the construction of the structure.

First we would like to mention those specific to our business:

- Our view of the mountains will be completely obstructed.
- We will no longer be visible from the Max/Mason Street Corridor.
- The shadow from the structure will make our patio less desirable.
- Sound echoing off the structure from College Ave. will ruin the ambiance of the patio.

Next, issues specific to the area:

- Increased traffic on Stuart to and from the parking structure will limit access to our parking lot
- Stuart Street is our only access point and customers need to turn left to access our parking lot
- Stuart Street is already overloaded and not designed for the traffic it is currently seeing, let alone an increase from a 3 story parking structure
- The current overuse of the Stuart / College Ave intersection is already dangerous, more traffic will lead to high speed collisions on College

Parking in the community:

- Much of the current Summit parking lot is empty, especially since Winter Break. We have emailed several photos documenting this at various times of the day/week.
- Stuart Street and the surrounding areas are packed with student cars trying to avoid paying for a parking permit. A new parking structure will not change this behavior.

Issues for all Fort Collins residents:

- Capstone received \$5 million from the City of Fort Collins in tax increment funding to defray the cost of needed improvements to their site
- Capstone (magically) now has \$6.5 million to complete the proposed



- parking structure
- Capstone is already marketing on their website a new parking structure for Fall 2014 to attract more car owning students to the area
- More cars at Summit is more cars in Fort Collins, the opposite of a Transit Oriented Development

Possible solutions:

- Have Capstone market their housing as transit oriented (this was recently changed on their website. Current residents had no knowledge of this)
- Have the City issue free parking permits to residents of the surrounding areas, limiting parking to said permits
- Have Capstone develop the connections to the bike path they previously promised but have yet to complete
- Have Capstone provide ride share vehicles for necessary car trips
- Give Max a chance to get up and running to determine if their Transit Oriented Development will work in Fort Collins
- Have Capstone pursue their claimed agreement with CSU for off-site storage parking
- Since the winter break we have noticed a significant decrease of cars at Summit (maybe the problem is solving itself...)

In conclusion:

We have invested over one million dollars in building our business so that we could serve the Mason Street Corridor / Max mass transit and the Spring Creek bike trail as well as the residents of the surrounding neighborhood. We chose our space specifically for its location, views and accessibility. Capstone's newly proposed parking structure impacts all of these, making our local investment in Midtown less viable.

We are members of the community and business people trying to stimulate an area of Midtown the City of Fort Collins has made a priority for redevelopment. We are also taxpayers that feel that Capstone has pulled a "bait and switch" on the residents of the City. We realize that the proposed parking structure does not fall outside the Land Use Code for the area. That being said, does the City want to reward Capstone for lying to them about their intentions?

Sincerely,

Jeffrey Leef  
David Rose  
Angela King  
The Laboratory