

**CITY OF FORT COLLINS
TYPE 1 ADMINISTRATIVE HEARING
FINDINGS OF FACT AND DECISION**

HEARING DATE: March 5, 2014

PROJECT: Major Amendment to Summit on College Project Development Plan

CASE NUMBER: FDP #130056

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

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

HEARING OFFICER: Marcus A. McAskin

PROJECT DESCRIPTION: The Applicant proposes to construct a parking structure consisting of 440 parking spaces. The proposed parking garage is proposed to be built over the top of an existing surface parking lot, and, if constructed, will result in a net gain of 352 spaces over existing conditions. The proposed parking structure, if constructed, will consist of four parking levels, including parking on the roof of the structure, and the proposed structure has an overall height of approximately three and one-half stories (37'-9" with one stair tower extending to 49'-4").

The proposed parking structure is sited with vehicular access to the north (toward the existing Summit on College residences) and is partially located within the Spring Creek floodplain (FEMA map panel 08069C0979H dated May 2, 2012).

The site is located just west of the intersection of South College Avenue and Stuart Street, where Stuart Street dead ends into the railroad track and the future MAX Bus Rapid Transit line. The lot (Lot 1, Choice Center) consists of approximately 6.7 acres, is zoned General Commercial (C-G), and is also located within the Transit-Oriented Development (TOD) Overlay Zone.

The Applicant is also requesting a Modification of Standard for a drive aisle width of 15 feet (15') within the proposed parking garage, instead of the required 20 feet (20').

SUMMARY OF DECISION: Approved with conditions.

ZONE DISTRICT: (C-G) General Commercial with Transit-Oriented Development (TOD) Overlay Zone

HEARING: The Hearing Officer opened the hearing at approximately 6:00 p.m. on March 5, 2014, in Conference Room A, 281 North College Avenue, Fort Collins, Colorado.

EVIDENCE: During the hearing, the Hearing Officer accepted the written evidence summarized in ATTACHMENT 1, a copy of which is attached hereto and is incorporated herein by reference as part of the record of this proceeding.

TESTIMONY: The following individuals testified at the hearing:

- From the City: Seth Lorson, AICP, City Planner
Ward Stanford, City Traffic Engineer
- From the Applicant: Jeff Jones, Executive Vice President, Capstone Development Corp.
Carolynne C. White, Attorney, Brownstein Hyatt Farber Schreck, LLP
Jeff Henriksen, R.A., Vice President, DESMAN Associates
Brian Williamson, Landscape Architect, TST, Inc. Consulting Engineers
Hoshi J. Engineer PE. SE., Associate Vice President, DESMAN Associates
- From the Public: Chris Havekost, Iron Prodigy Gym, 1739 S. College Avenue, Fort Collins
Nalalie Parson, 1707 Remington St., Fort Collins
Eric Sutherland, 3520 Golden Currant Fort Collins
David Rose, 204 Maple St. #306, Fort Collins
Jeffrey Leef, 2549 W. Stuart St., Fort Collins
Andy Smith, 2012 Sheffield Court, Fort Collins
Chris Ray, 1113 W. Plum #C-102, Fort Collins
Travis Neider, 1801 S. College Avenue #C, Fort Collins
Lauren Stadeker, 1721 Choice Center Dr. #1310, Fort Collins
Les Kaplan, Imago Enterprises, Inc., 140 Palmer Dr., Fort Collins
*Jan Grenat, 1905 Sequoia St., Fort Collins
*Angela King, 1801 S. College Avenue #D, Fort Collins
*John Steffy, 1820 Remington St., Fort Collins

*Included in sign-in sheet, but did not offer testimony during the public comment portion of the hearing.

FINDINGS OF FACT

- Evidence presented to the Hearing Officer established the fact that the hearing was properly noticed, in accordance with the requirements set forth in Section 2.2.6 of the LUC.
- The Summit Center is a mixed-use development marketed principally to students attending Colorado State University (“CSU”). The Summit opened in 2013 and its residents are primarily CSU students. The Summit consists of 220 apartment-style units, with a total of 665 bedrooms. The surrounding 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.

3. When the Project Development Plan for the project was originally approved, there were no codified minimum parking requirements applicable to the project. Currently, the project provides a total of 185 parking spaces (with 665 bedrooms, approximately 27.8% of residents have a dedicated parking space assuming full occupancy). The City has recently adopted minimum parking standards applicable to residential development within the TOD Overlay Zone (Section 3.2.2(K)(1)(a)(1) of the LUC). If the new parking requirements were applied to The Summit, the project would be required to have 364 parking spaces (a beds-to-parking spaces ratio of 54.7%). With the addition of the proposed parking garage, The Summit will have approximately 537 total parking spaces, resulting in a beds-to-parking spaces ratio of approximately 80.8%. At completion of the proposed parking garage, the project will have approximately 173 excess parking spaces from what would be required by the current LUC.

4. Evidence presented to the Hearing Officer established the fact that the Choice Center Mixed-Use Redevelopment Project Development Plan, Case Number PDP #15-08 (the "PDP") was processed as a Type 1 Administrative Hearing in accordance with the development review process set forth in Division 4.21 of the LUC at the time of the PDP submittal. The PDP was approved, with conditions, by a hearing officer on or about November 3, 2008.

5. Subsequent to approval of the PDP, Division 4.21 of the LUC was amended. If a project development plan similar to the PDP had been filed with the City following the effective date of the amendment, a Type 2 review process would have been required. That is, if a proposal for a residential project containing more than fifty (50) dwelling units, or more than seventy-five (75) bedrooms, were filed with the City *today*, a Type 2 review (review by the Planning and Zoning Board) would be required. However, the Type 2 review process is not applicable to this proposed Major Amendment.

6. Section 2.2.10(B)(1) of the LUC sets forth in relevant part that "[m]ajor amendments to development plans . . . approved under [the LUC] shall be reviewed and processed in the same manner as required for the original development plan for which amendment is sought." Because the PDP was reviewed as a Type 1 review in 2008, the Hearing Officer finds that the Type 1 review process is the correct and appropriate review process for the major amendment application that has been submitted by the Applicant.

7. Sections 2.4.2 and 2.5.2 of the LUC require that a Major Amendment meet all applicable LUC standards set forth in Article 3 *General Development Standards* and Article 4 *District Standards*.

8. The City Staff Report concludes that the Major Amendment satisfies all applicable Article 3 and Article 4 standards and recommends approval, subject to certain conditions related to the existence of the floodplain and as set forth with specificity in the Staff Report.

9. Public testimony at the hearing was focused on five main issues: (1) lack of adequate parking for the commercial owners and tenants, and their respective clientele, in the vicinity of The Summit due to insufficient parking for the students; (2) a concern for where students and guests will park during the construction phase of the proposed garage; (3) preservation of the existing mountain view to the west enjoyed by the owners, lessees and patrons of the 1801 Building (1801 S. College Avenue); (4) public safety; and (5) project design and compatibility with the surrounding land uses. The Hearing Officer concludes that the special height review process outlined in Section 3.5.1(G)(1) of the LUC is not applicable to the proposed Major Amendment, as the height of the proposed parking structure does not exceed forty (40) feet.

10. The Hearing Officer was not provided with any clear evidence of whether spaces in the proposed parking garage will be available to students free of charge, whether students will be required to purchase monthly or annual parking passes to use the garage, or whether the Applicant is proposing to increase monthly lease/rental rates to offset the costs associated with the parking garage. The Hearing Officer assumes that the Applicant plans a restricted access garage, with access only available to residents or

tenants of The Summit that have paid the monthly or annual parking fee (TBD). Some members of the public that testified at the hearing questioned whether student residents of The Summit will actually pay for the use of the parking garage; the assumption being that students will continue to attempt to find “free” parking spaces in the surrounding neighborhoods or general vicinity of the project. The Hearing Officer shares this concern but sufficient evidence has been presented to demonstrate that the construction of the proposed parking garage will present a viable long-term solution to the parking problem caused in large part by the student residents of The Summit and the fact that the project, as originally approved, did not have sufficient on-site parking.

11. Based on testimony provided at the public hearing and a review of the materials in the record of this case, the Hearing Officer concludes that the Major Amendment satisfies the applicable standards set forth in Article 3 and Article 4 of the LUC.

Article 4 District Standards

12. Section 4.21(A) of the LUC sets forth the purpose of the General Commercial (C-G) district:

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. Secondarily, this zoning 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 Hearing Officer concludes that the proposed parking structure supports the existing mixed-use project (consisting of predominately multi-family residential housing) and that the project is currently providing adequate pedestrian connections and bicycle facilities. The project has various existing pedestrian and bicycle paths throughout the site which connect to public sidewalks. The record also demonstrates that the Applicant anticipates completion of the bicycle/pedestrian connection to Prospect Road by late spring or summer of 2014.

13. Section 4.21(B) of the LUC sets forth the permitted uses in the C-G District. The Hearing Officer finds that the proposed parking structure is an accessory use to The Summit. Section 5.1.2 of the LUC defines “accessory use” as “. . . a use of land . . . customarily used with, and clearly incidental and subordinate to, the principal use of the land . . . and ordinarily located on the same lot with such principal use.” In addition, Section 3.8.1 of the LUC identifies “off street parking areas” as an appropriate accessory use, provided that the facts, circumstances, and context of such proposed accessory use is reasonable.

14. Section 4.21(D) of the LUC limits development in the C-G District to a maximum height of four (4) stories. The proposed Parking Garage is three and one-half stories, and is in compliance with this standard.

15. Section 4.21(E) of the LUC requires pedestrian-oriented outdoor spaces to be placed next to activity areas that generate the users and states that the proposed development shall, to the maximum extent feasible, link outdoor spaces to and make them visible from street and sidewalks. The Hearing Officer concludes, based on the testimony of Brian Williamson and the landscaping plan included in the record of this proceeding, that the proposed parking garage has been sited to provide sufficient connections to the existing network of plazas and sidewalks to the north and the public park to the south.

16. Section 4.21(G) of the LUC sets forth that development located within the TOD Overlay Zone shall be subject to the requirements of Division 3.10 (Development Standards for the Transit-Oriented Development (TOD) Overlay Zone) (the “TOD Development Standards”). As set forth in the LUC, the

purpose of the TOD Development Standards is to encourage land uses and design within the TOD Overlay Zone that enhance and support transit stations along the Mason Corridor. The Hearing Officer notes that because the TOD Development Standards contain a specific subsection dedicated to Parking Structure Design (Section 3.10.4(D) of the LUC), that the proposed parking garage is a use consistent with the TOD Overlay Zone. Section 3.10.4(D)(3) of the LUC requires that entrances [to the parking garage] shall be located and designed to minimize pedestrian/auto conflicts. Based on the site plan, the Hearing Officer finds that the auto entrance to the proposed parking garage is oriented so that pedestrians will not be crossing in front of vehicles, and thus concludes that this standard has been met. Section 3.10.5(C) of the LUC requires buildings in the TOD Overlay Zone to be constructed with high quality materials and to utilize neutral or earth tone colors. Based upon a review of the materials in the record, the entire base level façade of the proposed parking structure will be constructed with stone veneer and the upper section is tinted concrete. Both of these materials are noted in Section 3.10.5(C)(2) as acceptable. The Hearing Officer also finds that the design of the proposed parking garage is complementary to the existing Summit mixed-use development. The Hearing Officer concludes that all applicable TOD Development Standards have been satisfied.

17. The Hearing Officer finds that Sections 4.21(C), (F) and (H) are not applicable to this proposed Major Amendment.

Article 3 General Development Standards

18. Based on testimony provided at the public hearing and a review of the materials in the record of this case, the Hearing Officer concludes that the project complies with the applicable General Development Standards contained in Article 3 of the LUC, including specifically the standards summarized in the table attached to this decision as ATTACHMENT 2, a copy of which is attached hereto and is incorporated herein by reference.

Request for Modification of Standard

19. Based on testimony provided at the public hearing and a review of the materials submitted to the Hearing Officer in this case, the Hearing Officer concludes that the Modification of Standard (for Section 3.2.2(L) of the LUC)¹ meets the applicable requirements of Section 2.8.2(H) of the Code. Specifically, the Hearing Officer finds as follows:

- a. The requested Modification of Standard (the “Modification”) is not detrimental to the public good.
- b. The Modification satisfies Section 2.8.2(H)(1) of the Code – the Plan as submitted will promote the general purpose of the standard for which the modification is requested equally well or better than would a plan which complies with the standard for which a modification is requested. Section 3.2.2(L) establishes certain minimum standards for long- and short-term parking of standard and compact vehicles. The applicant hired parking consultants Desman Associates to analyze the proposed modification. The Desman Associates report analyzed the requested

¹ Specifically, the Applicant is requesting a Modification based on the requirement of Column G (one-way drive aisle width) set forth in Table A in Section 3.2.2(L) of the LUC. The requested Modification is requested for only one of the three drive aisles on each of the four levels of the proposed parking garage; specifically the easternmost bay on each level that will have 60-degree angled parking. No Modification of Standard is requested or required for the remaining two drive aisles on each level of the proposed garage. Table A of Section 3.2.2(L) requires a one-way drive aisle width of 20’ (for 60 degree angled parking), the Applicant is requesting a reduction to 15’.

modification and concluded that the drive aisle width could be reduced to 15' with no detrimental effect on users of the proposed parking structure.

DECISION

Based on the findings set forth above, the Hearing Officer hereby enters the following ruling:

- A. The request for a modification of standard to permit a reduction in the drive aisle width (from 20' to 15') is not detrimental to the public good and will promote the general purpose of the standard for which the modification is requested equally well than would a plan which complies with the 20' width because the Applicant has submitted sufficient probative evidence to demonstrate that the requested modification will not have a detrimental effect on users of the proposed parking structure. The modification of standard, as approved, shall be limited to the easternmost bay of each level of the parking garage.
- B. The Major Amendment requests the approval of the proposed parking garage as an accessory use.
- C. The Major Amendment complies with the applicable land development standards of the General Commercial (C-G) District in Article 4, Division 4.21 of the Land Use Code.
- D. 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 to Section 3.2.2(L).
- E. The Major Amendment complies with the applicable procedural and administrative requirements of Article 2 of the Land Use Code.
- F. This Project (The Summit on College Parking Structure FDP #130056) is approved as submitted, subject to the following CONDITIONS OF APPROVAL:

- (1) Lot 1 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.

- (2) The Owner (Fort Collins Associates, L.P.) and its consultants and subconsultants shall complete all components of the action plan for amendment of the Floodplain Use Permit (FPUP) #11048 as outlined in the memorandum from Walker P. May dated February 14, 2014 and addressed to Brian Varrella, the City's Floodplain Administrator. Specifically, all of the following five (5) items shall be completed and approved by the City's Floodplain Administrator prior to the issuance of an amended FPUP for any site work on Lot 1 related to the construction of the parking garage:

- (a) The Owner shall work with its contractor to identify a maximum limit of disturbance ("LOD") in the floodplain during construction of the garage;

- (b) The Owner shall work with its design team to prepare a new exhibit that overlays the garage LOD over the existing exhibit outlining the respective responsibilities (repair, reseeded, and establishment of growth) between the Owner, the Max Bus Rapid Transit (BRT) and its subcontractor, Powell Restoration ("Powell").

- (c) To the degree that work to be performed by the Owner or its consultants/contracting team in connection with the garage will disturb or damage areas under the responsibility of the BRT/Powell, the FPUP will be amended to reassign those

areas and the applicable repair, reseeding, and establishment of growth responsibilities, to the Owner.

(d) A silt fence will be placed along the proposed area of disturbance with the oversight and assistance of the Owner's surveying team to ensure that the Owner's contractor(s) and subcontractor(s) remain within the boundaries of the (to be) amended FPUP #11048.

(e) To the degree that actual work is performed by the Owner, its contractor(s) or subcontractor(s) that disturbs or damages an area outside of the (to be) amended FPUP or under the BRT's separate existing FPUP that falls under the responsibility of BRT/Powell, an additional amendment will be made to remove those areas from the FPUP.

(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 Chapter 10 of the Code, shall commence until the FPUP and no-rise certification are approved by the City of Fort Collins Floodplain Administration.

(4) The FPUP and no-rise documentation must clearly document compliance with the Floodproofing or venting requirements of Chapter 10 of the Municipal Code if elevation requirements of Section 10-37 cannot be satisfied. The Owner and its consultants and subconsultants shall complete all applicable items included in the City of Fort Collins Floodproofing Guidelines, provided previously to the Owner by City Staff and available online at http://www.fcgov.com/utilities/img/site_specific/uploads/fp-floodproofing.pdf.

(5) 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.

(6) 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.

(7) That the Owner / Applicant be required to deposit the \$23,906.25 fee-in-lieu contribution (as detailed in the TST estimate dated February 17, 2014) with the City prior to the Applicant obtaining any grading or building permits related to the development of the parking garage.

(8) That the Applicant be required to install appropriate cautionary signage to alert pedestrians to the presence of entering and existing vehicles from the parking garage and to inform drivers that pedestrians have priority, in accordance with Section 3.10.4(D)(3)(f) of the LUC.

(9) All eighteen (18) handicapped accessible spaces on Lot 1, including the four (4) proposed accessible spaces within the garage shall be marked and identified in accordance with the requirements set forth in Section 3.2.2(K)(5)(c) of the LUC. The project shall maintain a minimum of eighteen (18) handicapped spaces on Lot 1.

(10) That any and all curbcuts and ramps associated with the parking garage shall be located at convenient, safe locations for the physically disabled, for bicyclists and for people pushing strollers or carts, and that the location of such curbcuts and ramps shall meet all applicable requirements of the International Building Code (IBC) and the City's Americans With Disabilities Act ramp

standards and shall avoid crossing or funneling traffic through loading areas, drive-in lanes and outdoor trash storage/collection areas.

(11) That all 440 spaces within the proposed parking garage be reserved and dedicated for use by the student residents of The Summit, or their guests, or by the retail tenants/customers of the retail located within Lot 1 (collectively, the “Authorized Users”). The Applicant is seeking approval of the parking garage as an accessory use.

Section 5.1.2 of the LUC defines *Accessory use* as “a use of land or of a building or portion thereof customarily used with, and clearly incidental and subordinate to, the principal use of the land or building and ordinarily located on the same lot with such principal use” (emphasis added). Section 3.8.1 of the LUC identifies off-street parking areas as a permitted accessory use when the facts, circumstances and context of such use is reasonably indicated. The principal use of Lot 1 is a mixed-use project consisting primarily of multi-family residential.

In order for the proposed parking garage to be clearly incidental and subordinate to the principal use of Lot 1, the parking garage shall be reserved and dedicated for use by the Authorized Users only. The Hearing Officer specifically finds that this condition will ensure that the parking garage is, and remains, an accessory use. The Applicant shall add a note to the FDP which clarifies that the parking garage is an accessory structure, and that parking within the garage shall be available only to the Authorized Users, as that term is defined in this condition (E)(11). The Applicant shall also record a covenant against Lot 1, Choice Center Subdivision which shall set forth that all 440 parking spaces within the parking garage shall be reserved for the exclusive use of the Authorized Users for so long as the parking garage remains operational and that no other individuals or parties shall be authorized to park within the parking structure (the “Covenant”). The Covenant shall run with the land and bind the Owner’s successor(s) or assign(s). The Covenant shall also set forth that no portion of the parking garage may be rented or leased (whether on an hourly, daily, monthly, annual or other basis) to any person or entity other than the Authorized Users.

The Covenant shall authorize the City to inspect and audit the Owner’s records concerning the use and allocation of spaces within the parking garage at any time, upon reasonable advance notice, in order to ensure that the terms of the Covenant are being met. If the terms of the Covenant are not being met, the City shall have the authority to suspend the use of the parking garage until such time as the Owner is in compliance with the terms of the Covenant. The Covenant shall be reviewed and approved Director of Planning, Development & Transportation, or her designee, and by the City Attorney’s Office prior to the date on which the Covenant is recorded against Lot 1. The Covenant shall be recorded against Lot 1 prior to the issuance of the certificate of occupancy for the parking garage.

The Hearing Officer specifically finds that if the Applicant intends to make the parking garage available to the general public (whether on an hourly, daily, monthly, annual or other basis) and not exclusively to the Authorized Users, that the proposed parking garage does not qualify as an accessory use under the LUC, and that a Type 2 review (Planning and Zoning Board review) of this application is required, in accordance with the process required by the land use table set forth in Section 4.21(B)(2) of the LUC. The condition set forth in this paragraph (E)(11) is imposed pursuant to Section 3.5.1(J) of the LUC to ensure that the proposed parking garage will be compatible with the existing neighborhood and uses. Evidence presented to the Hearing Officer was sufficient to demonstrate that the construction of the proposed parking garage will alleviate the parking issues in the vicinity of the project caused primarily by the student residents of the project (and the fact that the project currently does not have sufficient parking) *if* the use of the parking garage is limited to, and reserved for the benefit of, the Authorized Users. Restricting the use of

the parking garage to the Authorized Users is designed to ensure that existing surface and street parking in the vicinity of the project is available, to the extent possible, to the general public, including but not limited to the employees, owners, tenants of the existing office and retail uses which are proximate to the project, and their respective customers.

(12) That the Applicant complete the planned bicycle/pedestrian connection to Prospect Road prior to issuance of the certificate of occupancy for the parking garage.

DATED this 19th day of March, 2014.



Marcus A. McAskin
Hearing Officer

ATTACHMENT 1: Evidence accepted by Hearing Officer as part of the record of this proceeding

- A. Planning Department Staff Report prepared for the March 5, 2014 hearing (the “Staff Report”), together with attachments and other documents referenced in the Staff Report, including the following:
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, as revised on March 3, 2014
 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
 - (a) Letter dated January 8, 2014 from Lester M. Kaplan (Imago Enterprises, Inc. and addressed to Ms. Karen Cumbo, Director of Planning, Development and Transportation)
 - (b) Letter dated February 16, 2014 from Jeffrey Leef, David Rose & Angela King (The Laboratory) and addressed to Seth Lorson, City Planner
- B. Supplemental Memorandum from City Planner Seth Lorson dated March 5, 2014 and the following documents attached to the Memorandum:
1. Response Letter to public comment letters from Jeff Jones of Capstone Development Corp., dated March 3, 2014.
 2. Revised request for alternative compliance, dated March 3, 2014, which should replace the first two pages of attachment 8 of staff report.
 3. Revised shadow analysis, dated March 3, 2014, which should replace, in entirety, attachment 7 of the staff report.
 4. Memorandum from Walker P. May, to Brian Varrella, dated February 14, 2014, regarding “The Summit on College – action plan for amendment of FPUP #11048 upon garage entitlement”.

5. Attachment 9 – Drive Aisle Modification Request (Attachment 9 to Staff Report).
- C. Images provided by Applicant at the hearing (IMG_0562.jpg, IMG_0563.jpg, view1.jpg, view2.jpg, view3.jpg and view4.jpg).
- D. A copy of the PowerPoint presentation presented at the hearing prepared by Fort Collins staff;
- E. A copy of materials submitted by the Applicant at the March 5, 2014 hearing, including the following:
 - (1) A copy of the PowerPoint presentation presented at the hearing prepared by Capstone Development Corp.
 - (2) Letter fromCarolynne C. White of Brownstein Hyatt Farber Schreck dated March 5, 2014 and addressed to the Hearing Officer and containing the following exhibits:
 - (a) Revised Shadow Study
 - (b) Bike Parking – Request for Alternate Compliance
 - (c) Parking Counts
 - (d) ELB Engineering, LLC Traffic Impact Study Addendum dated December 16, 2013 and Supplemental Memorandum dated January 28, 2014.
 - (e) Desman Associates Letter Regarding Substantial Modification for Drive Aisle Width.
 - (f) Leasing Staff TOD-Oriented Marketing Materials
 - (g) Newspaper Articles regarding The Summit development
 - (h) TIF Gap Financing Analysis
 - (i) Student Satisfaction Survey
 - (3) Letters from citizens and businesses concerning the parking structure.
 - (4) Letters:
 - (a) To Les Kaplan, President of Imago Enterprises, Inc., 140 Palmer Dr., Fort Collins CO, 80525 dated January 14, 2014 from Karen Cumbo, Fort Collins Director Planning, Development, and Transportation Service Area.
 - (b) To Karen Cumbo, Fort Collins Director Planning, Development, and Transportation Service Area dated March 3, 2014 from L. Jeff Jones, Executive Vice President of Capstone Development Corp.
 - (c) To Les Kaplan, President of Imago Enterprises, Inc., 140 Palmer Dr., Fort Collins CO, 80525 dated February 26, 2014 from L. Jeff Jones, Executive Vice President of Capstone Development Corp.
- F. Affidavit of publication dated February 25, 2014, confirming publication of the notice of public hearing in the Fort Collins Coloradoan on February 25, 2014.

In addition to the specific items listed above, the Hearing Officer also considers the following part of the record of this proceeding: the City's Land Use Code ("LUC"), the City's Municipal Code (the "Code"), and the Comprehensive Plan.

ATTACHMENT 2: Article 3 General Development Standards

Section reference – Article 3 of LUC	Description of Satisfaction of Standard
3.2.1 Landscaping and Tree Protection	The landscape plan provides for dense landscaping along the eastern portion 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 have completed the planned Spring Creek improvements (currently estimated to be completed in 2016).
3.2.2 Access, Circulation and Parking	
3.2.2(C)(1) Safety Considerations - To the maximum extent feasible, pedestrians shall be separated from vehicles and bicycles.	Pedestrian and bicycle access to and from the parking deck has been established along pre-existing access routes at the northwest and northeast corners of facility. Neither access route will require pedestrians or bicycles to cross in front of vehicles turning into or exiting the parking deck; safety considerations have been adequately addressed.
3.2.2(C)(2) Curbcuts and Ramps - Curbcuts and ramps shall be located at convenient, safe locations for the physically disabled, for bicyclists and for people pushing strollers or carts. The location and design of curbcuts and ramps shall meet the requirements of the International Building Code and the City's Americans With Disabilities Act ramp standards and shall avoid crossing or funneling traffic through loading areas, drive-in lanes and outdoor trash storage/collection areas.	Shall be required as condition of approval.
3.2.2(C)(3) Site Amenities - Development plans shall include site amenities that enhance safety and convenience and promote walking or bicycling as an alternative means of transportation. Site amenities may include bike racks, drinking fountains, canopies and benches as described in the Fort Collins Bicycle Program Plan and Pedestrian Plan as adopted by the city.	The Applicant proposes additional bike racks on the ground floor of the proposed parking structure and has proposed adding additional bike racks around the existing buildings. The parking garage project also includes a connecting walkway to access the adjacent city park (to the south) and two pedestrian bench seating areas.

Section reference – Article 3 of LUC	Description of Satisfaction of Standard
3.2.2(C)(5) Walkways - Directness and Continuity and emphasis of pedestrian access and safety in crossing of drive aisles or internal roadways.	Pedestrian access to and from the proposed parking garage has been established utilizing existing sidewalk routes at the northwest and northeast corners of the parking deck that will not require pedestrians to cross in front of vehicles when turning into or exiting the deck.
3.2.2(C)(6) Direct On-Site Access to Pedestrian and Bicycle Destinations.	The Summit's existing on-site pedestrian and bicycle circulation system provides for various on-site connections to facilities. The Summit is also in the process of building a bike and pedestrian path to the north to Prospect Road with construction anticipated to begin in spring / summer of 2014. Completion of this bike and pedestrian path to the north shall be a condition of approval.
3.2.2(C)(8) Transportation Impact Study Required	As part of the Major Amendment application, a transportation impact study was required, including revised total traffic project impact numbers. (12/16/13 ELB Engineering, LLC Traffic Impact Study Addendum (Parking Structure Addition) and 1/28/14 Supplemental Memorandum). The capacity analysis indicates the intersection of College and Stuart will operate at acceptable levels through 2028. No additional residential units are being proposed, so the amount of traffic that is currently exists is projected to remain constant. The transportation impact indicates that, due to its location and proximity to the MAX bus rapid transit system, the proposed parking garage may be used for predominantly storage parking.
3.2.2(D) Access and Parking Lot Requirements - Vehicular uses shall be designed to be safe, efficient, convenient and attractive, considering use by all modes of transportation that will use the system. This includes, to the maximum extent feasible, separation of pedestrians and vehicles through provision of a sidewalk or walkway	Pedestrian and bicycle access to and from the parking deck has been established along pre-existing access routes at the northwest and northeast corners of facility. Neither access route will require pedestrians or bicycles to cross in front of vehicles turning into or exiting the parking deck.

Section reference – Article 3 of LUC	Description of Satisfaction of Standard
<p>3.2.2(L) Parking Stall Dimensions - Off-street parking areas for automobiles must meet minimum standards for long- and short-term parking of standard and compact vehicles.</p> <p>(3) Long-Term Parking Stalls. As an option in long-term parking areas, all long-term parking stalls may be designated using the following stall dimensions:</p> <p>Parking Angle 60, Stall Width, 8.5', Stall Length 18'</p> <p>Parking Angle 90, Stall Width, 8.5', Stall Length 18'</p>	<p>The Parking Structure proposed parking angle for the east bay of parking is 60 degrees, with stall widths of 8.5', stall lengths of 18' and one-way drive aisles on all levels. The proposed angle for the west two bays of parking will be 90 degrees, with stall widths of 8.5', stall lengths of 18' and two-way 24' wide drive aisles on all levels. The request for Modification of Standards detailed below is to decrease the drive aisle for the east angled one-way parking bay to 15'. 438 stalls are proposed at this size. Two stalls are proposed to be compact at 8' x 16', which is consistent with the size allowed at Section 3.3.2(L)(2) for up to 40% of the Parking Structure.</p>
<p>3.2.3 Solar Access, Orientation, Shading - Requires that buildings, to the maximum extent feasible, not cast a shadow onto structures on adjacent property greater than the shadow of a hypothetical 25 foot tall wall on the property line based off of December 21 between 9 am and 3 pm, the day where the longest shadows of the year occur.</p>	<p>As part of the Major Amendment application, a shadow study was required (<i>see</i> Revised Shadow Study). As confirmed in the Staff Report, the shadow study shows that the proposed parking structure does not cast a shadow larger than permitted by Section 3.2.3 of the LUC.</p>
<p>3.2.4 Site Lighting - Exterior lighting should be functional and provide security needs, but in a way that does not adversely affect the adjacent properties or neighborhood.</p>	<p>All lighting is down-directional with sharp glare cutoff fixtures. No foot-candles exceed one-tenth as measured 20' from property lines, as required by Section 3.2.4(C). At night, a photocell will automatically reduce light level below the maximum of 10 foot- candles in accordance with Section 3.2.4(D)(7).</p>
<p>3.4.1 Natural Habitats and Features - Applies if portion of the development site is within 500' of an area or feature identified as a natural habitat or feature on the City's Natural Habitats and Features Inventory Map. Purpose is to ensure design and arrangement of site protects the natural habitats and features both on the site and in the vicinity of the site.</p>	<p>An Ecological Characterization Study was performed as part of the Major Amendment. A Natural Habitat Buffer Zone is proposed to buffer the development from Spring Creek. The standard buffer requirement for Spring Creek in the LUC per Section 3.4.1(E)(1) is 100' and an average 100' buffer is proposed. The Major Amendment proposes to meet the standards by applying the performance standards at Section 3.4.1(E) and incorporates various elements into the design, including no fencing, incorporating native plantings and screening, payment of a fee-in- lieu based on conceptual landscape plan.</p>

Section reference – Article 3 of LUC	Description of Satisfaction of Standard
	<p>City Staff has concluded that the Section 3.4.1 standards have been satisfied, as summarized on page 12 of the Staff Report. The Hearing Officer has determined that this standard has been satisfied.</p>
<p>3.5.1 Building and Project Compatibility - Ensure that characteristics of the proposed buildings and uses are compatible when considered within the context of the surrounding area. In areas where the existing architectural character is not definitively established, or is not consistent with the purposes of this Land Use Code, the architecture of new development shall set an enhanced standard of quality for future projects or redevelopment in the area.</p>	<p>The Parking Structure is architecturally consistent with The Summit. It is intended to blend with The Summit, both in color and materials. Architectural elements match the adjacent development and stone clad pilasters and window elements have been incorporated at ground level to establish human scale and to encourage pedestrian activity.</p> <p>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.</p>
<p>3.5.1(C) Building Size, Height, Bulk, Mass, Scale - "Buildings shall either be similar in size and height, or, if larger, be articulated and subdivided into massing that is proportional to the mass and scale of other structures."</p>	<p>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 at 1801 S. College Street) 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.</p>
<p>3.5.3 Mixed-Use, Institutional and Commercial Buildings - Intended to promote human scale development and to create attractive street fronts and walkways. Building massing is required to be varied so it does not exceed a height-width ratio of 1:3 without projecting or recessed elements and is required to relate to interior spaces.</p>	<p>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 surface parking lot. The site plan does provide a connecting sidewalk both to the residential portion of the development to the north and to the public park to the south.</p> <p>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</p>

Section reference – Article 3 of LUC	Description of Satisfaction of Standard
	<p>stone veneer pillars and projections of cementitious siding and panels in varied colors to break up the massing of the building.</p> <p>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.</p>
<p>3.6.4 Transportation Level of Service – Project must provide adequate vehicular, pedestrian and bicycle facilities necessary to maintain the City's adopted Levels of Service standards.</p>	<p>A Traffic Engineering Study was submitted and accepted by the City’s Traffic Operations Department. City Staff has concluded that the project adequately provides vehicular, pedestrian and bicycle facilities necessary to maintain the City’s adopted standards pertaining to Levels of Service. The Hearing Officer agrees that this standard has been satisfied.</p>



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.
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 complies 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 85th 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 complies 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.
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

SUMMIT PARKING GARAGE - SITE PLAN

FORT COLLINS ASSOCIATES, L.P.

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;

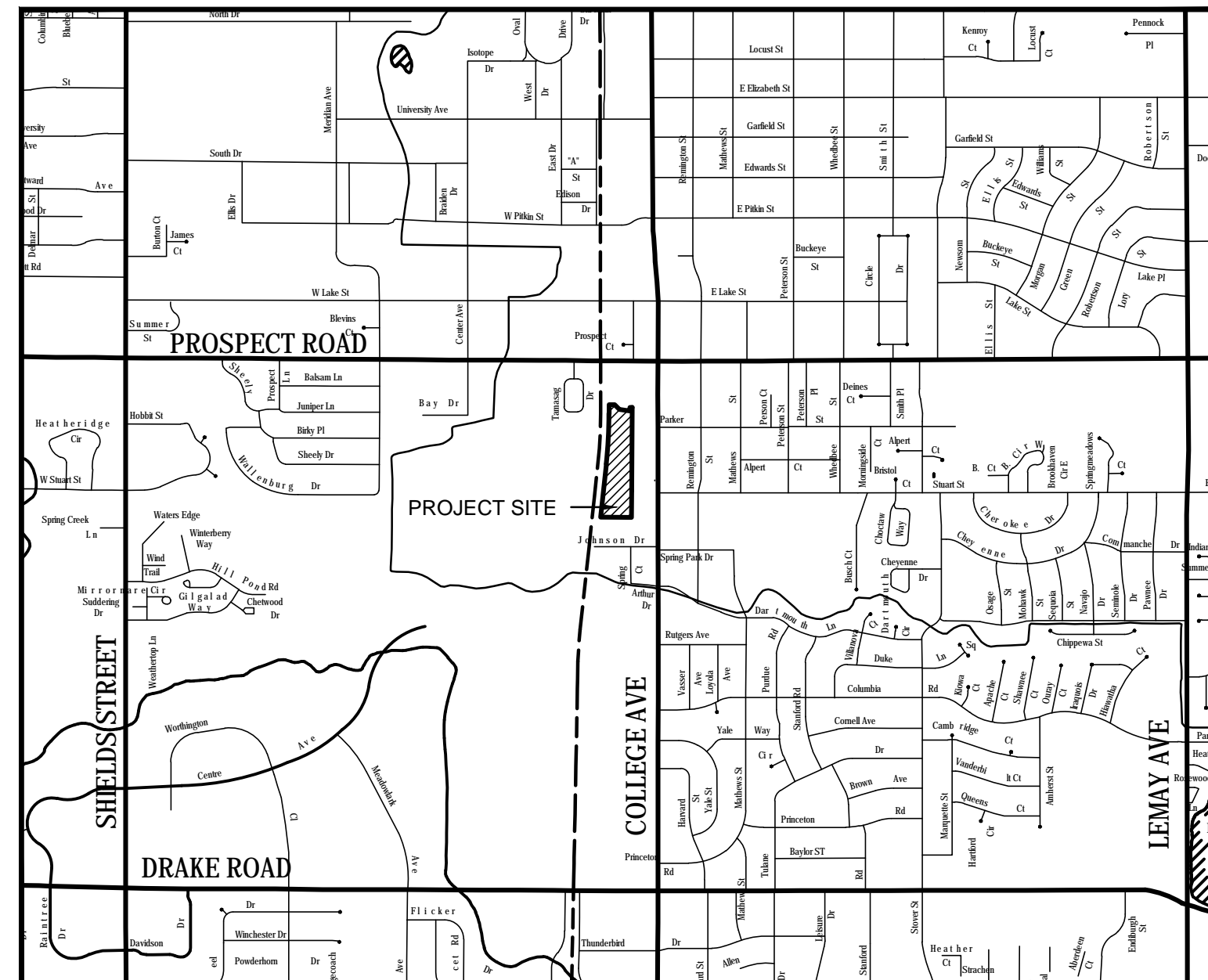
ALSO DESCRIBED AS:

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.

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:

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

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

Applicant and Owner/Developer

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

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

Index to Drawings

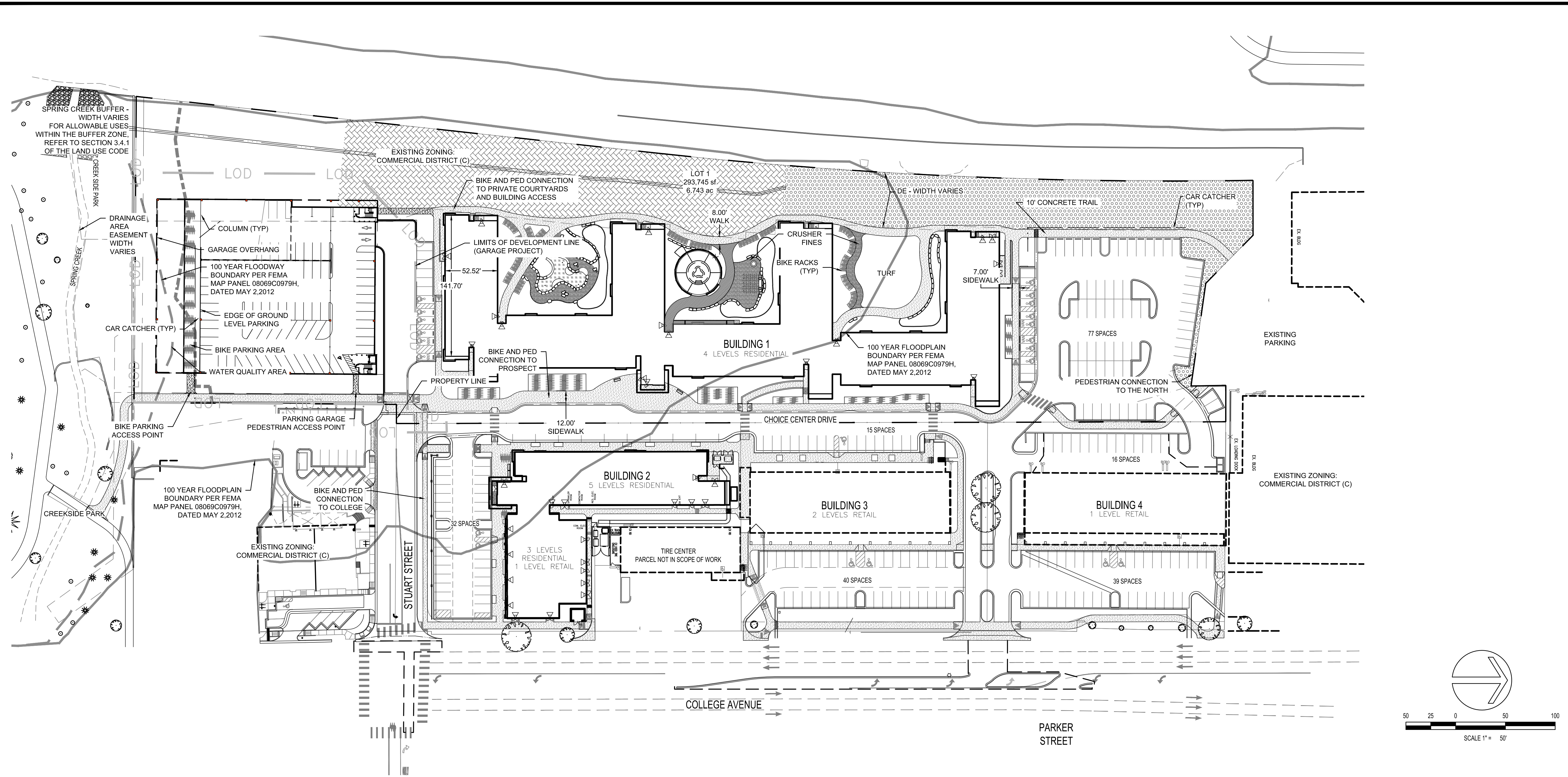
SHEET NUMBER AND NAME

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

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



REVISIONS	DESCRIPTION

DRAWN	BW
CHECKED	BW
DESIGNED	BW
FILENAME	Summit garage SP

DATE	
BY	

SUMMIT PARKING GARAGE
SITE PLAN
OVERVIEW

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) PROVIDED	19			
		360		
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR) PROVIDED		198	295	493
		360	132	492
ENTIRE PROJECT (LOTS 1 AND 2)				
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR) PROVIDED		266	399	665
		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 Ur :s	15	18
2 Bedroom : 2 Bath Ur :s	44	68
3 Bedroom : 3 Bath Ur :s	32	96
4 Bedroom : 4 Bath Ur :s	66	272
4 Bedroom : 3 Bath Ur :s	3	12
SUB-TOTAL	165	466

DENSITY CALCULATIONS	NET
	24.47

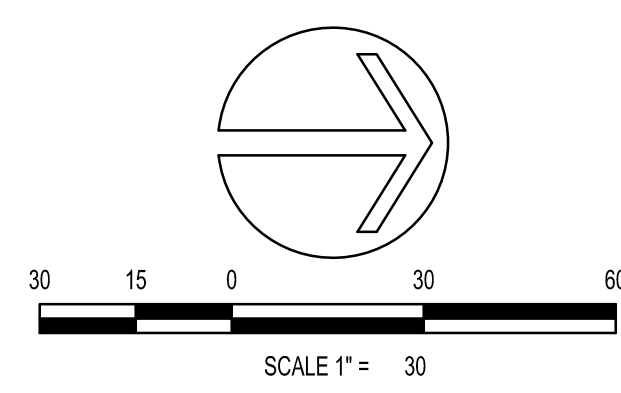
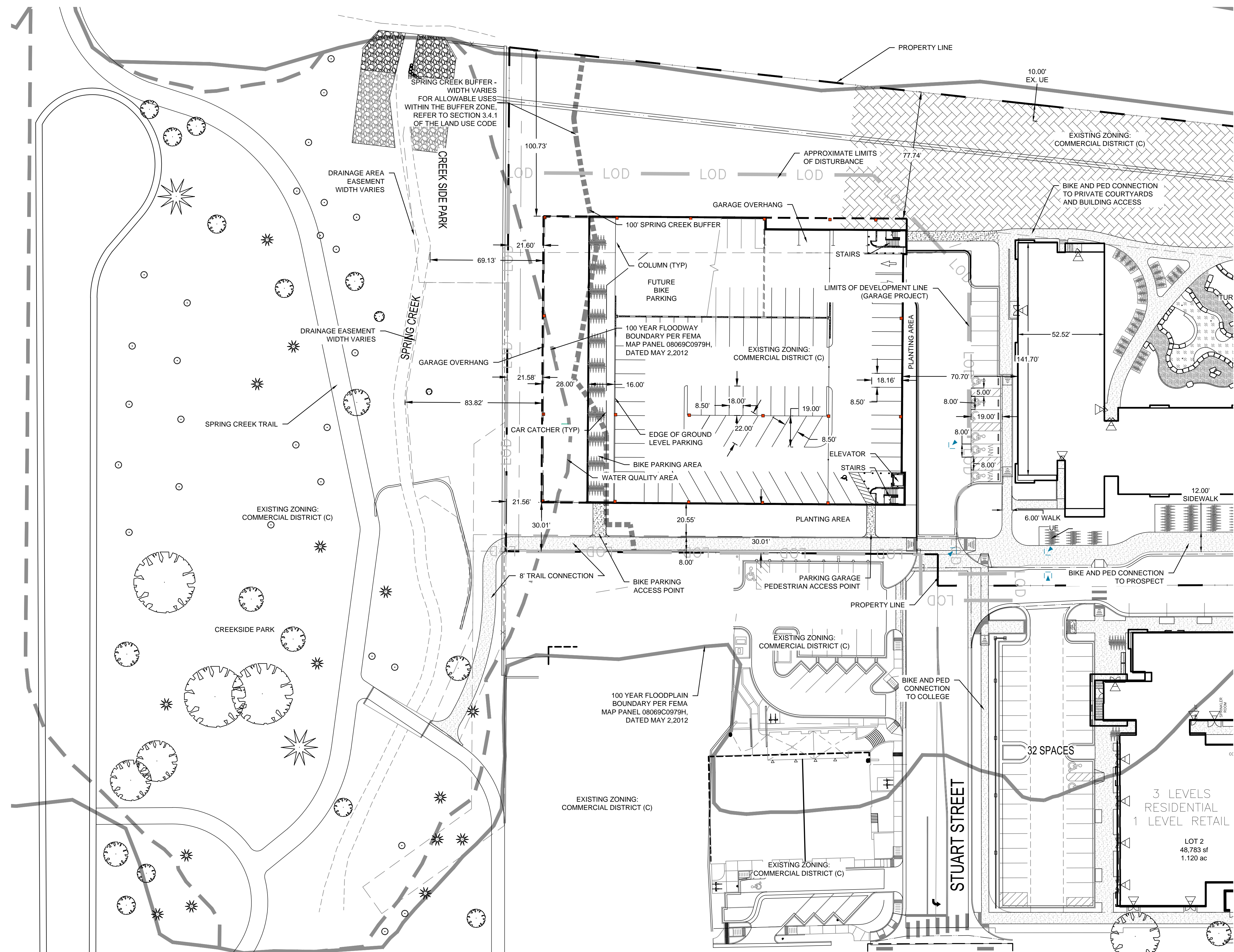
TST
TST, INC.
CONSULTING ENGINEERS
760 Whalers Way
Building C, Suite 200
Fort Collins, Colorado
Phone: 970.226.0557
Fax: 970.226.0204

JOB NO. 1210.0001.00

SCALE 1"=XX'

DATE JANUARY 2013

SHEET



REVISIONS	DESCRIPTION

DATE	
BY	
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	JANUARY 2013
SHEET	3 of 3

SUMMIT PARKING GARAGE - LANDSCAPE PLAN

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

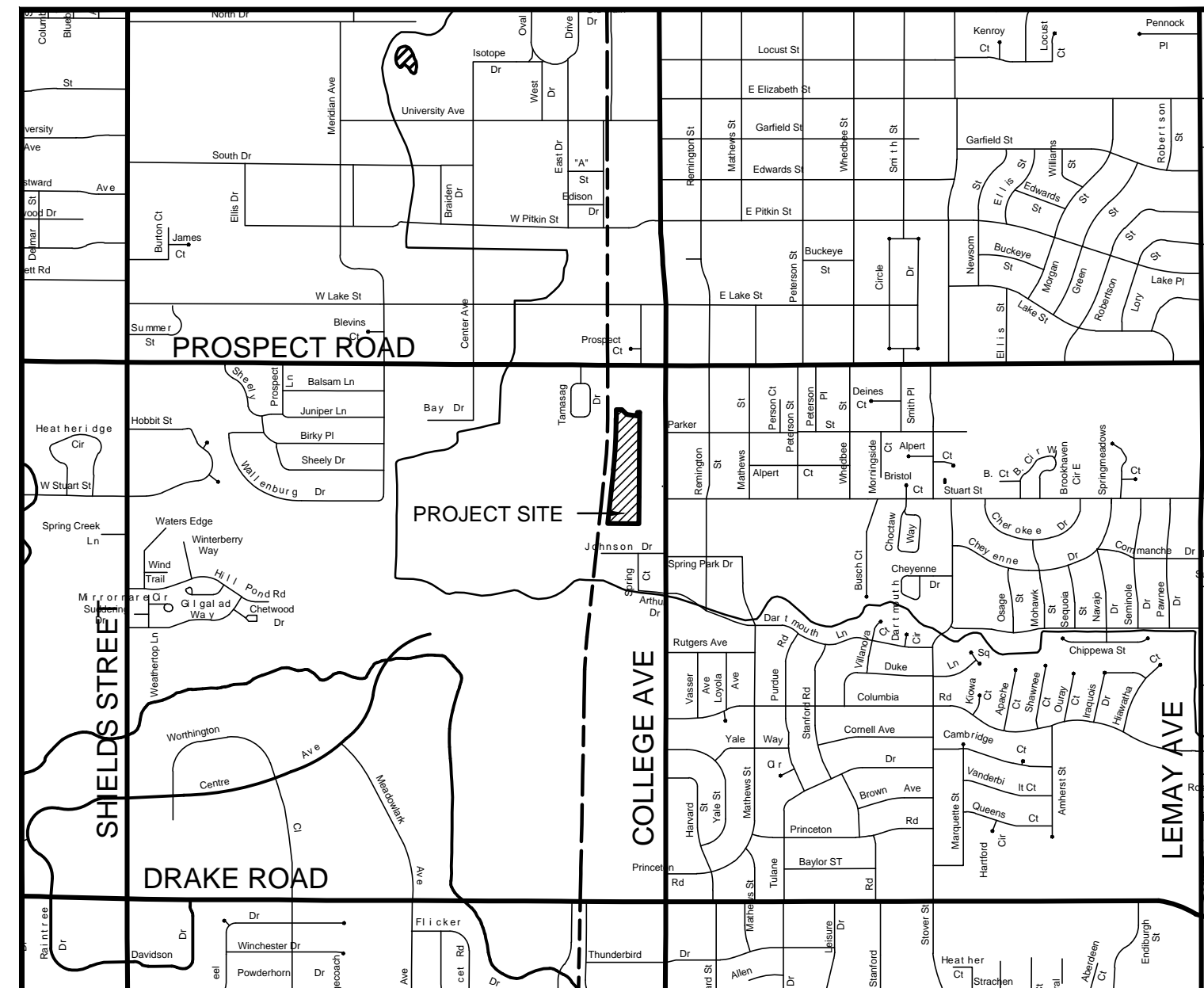
CHOICE CENTER 2ND FILING

PROJECT ADDRESS:

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

JANUARY 2013

Vicinity Map

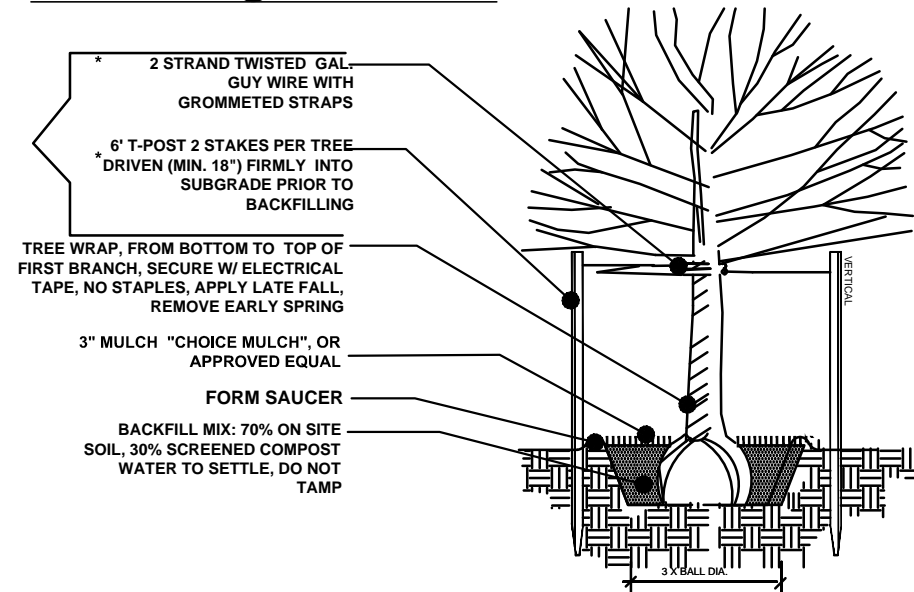


SCALE 1"=1500'

PLANT NOTES

- ALL PLANT MATERIALS SHALL BE IN ACCORDANCE WITH AAS SPECIFICATIONS FOR #1 GRADE
- ALL TREES TO MEET CITY OF FORT COLLINS LAND USE CODE STANDARDS FOR SIZE.
- CONTRACTOR SHALL MAINTAIN ALL LANDSCAPING FOR A TWO YEAR PERIOD COMMENCING FROM DATE OF SUBSTANTIAL COMPLETION, INCLUDING MOWING, WEEDING, WINTER WATERING AND PRUNING.
- CONTRACTOR TO MINIMIZE ALL DISTURBANCE TO NON-IMPACTED AREAS. ALL DISTURBED AREAS NOT RECEIVING TURF SHALL BE RESEED 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 THIS PERMIT MAY RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.
- 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.
- 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.

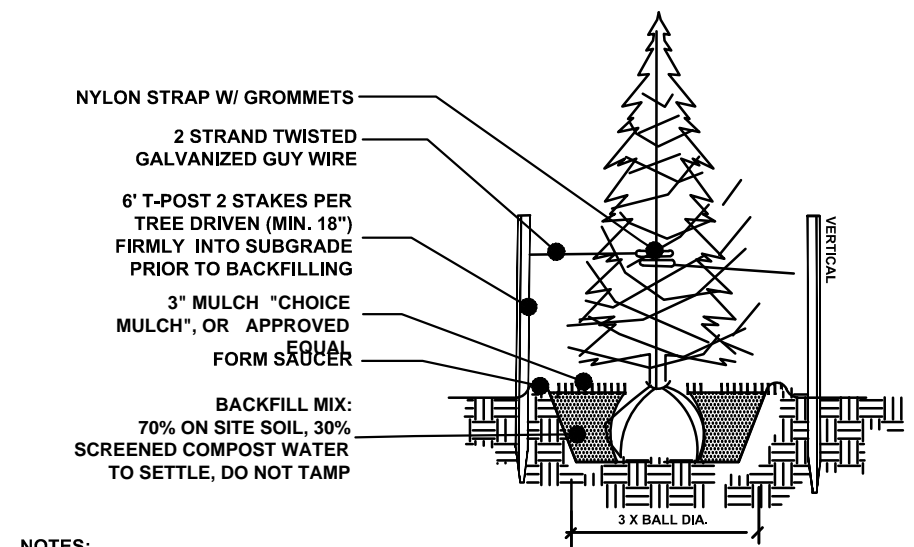
Planting Details



- 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

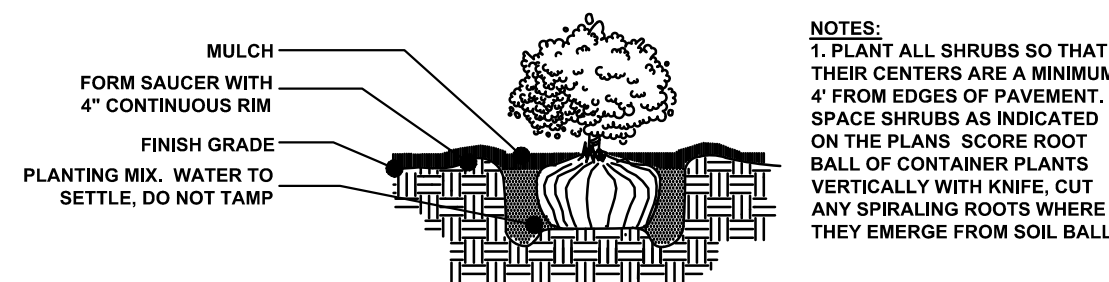
NTS



- 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

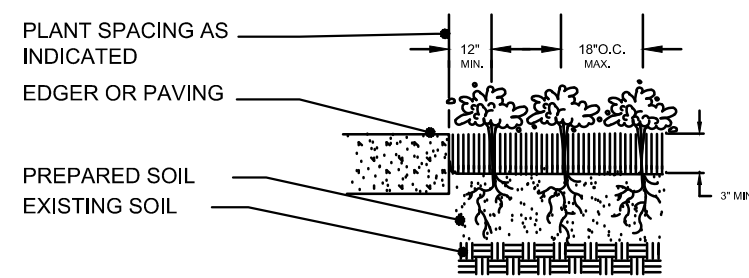
NTS



- 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 SPRAWLING 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

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FAX: (205) 414-6405

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Index to Drawings

SHEET NUMBER AND NAME

- COVER
- LANDSCAPE PLAN
- 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

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 Grama	Bouteloua curtipendula	3	
Inc'an R ce grass	Oryzopsis hymenoides	3	
Switc-grass	Panicum virgatum	4	
Little bluestem	Schizachyrium scoparium	3	
Pasture sage	Artemisia tridentata		2
Blanket flower	Gaillardia aristata		8
Prairie Coneflower	Ratibida columnifera		4

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

JOHNSON DRIVE

CREEKSIDE PARK

SPRING CREEK

CREEK SIDE PARK

RESTORE DISTURBED AREAS WITH NATIVE PRAIRIE SEED MIX

RESTORE DISTURBED AREAS OF LANDLOK 450 TRM PER CIVIL DRAWINGS

Garage Overhang (TYP)
Green Screen (See Arch Plans)
Garage Boundary (TYP)

Covered Bike Parking Area (132 Bikes)

Proposed Water Quality Area
Seed with PLD Mix on Cover

Car Catcher

100' Spring Creek Buffer

Edge of Base Floor Parking

Spring Creek Buffer Width Varies

Column (TYP)

Property Line

Concrete Walk
Relocate plants that are outside of the ARE to remain to the new island area

Protect existing plantings during construction. Repair any damaged areas to the original condition or better

Limit of Disturbance Line

Cobble (TYP)

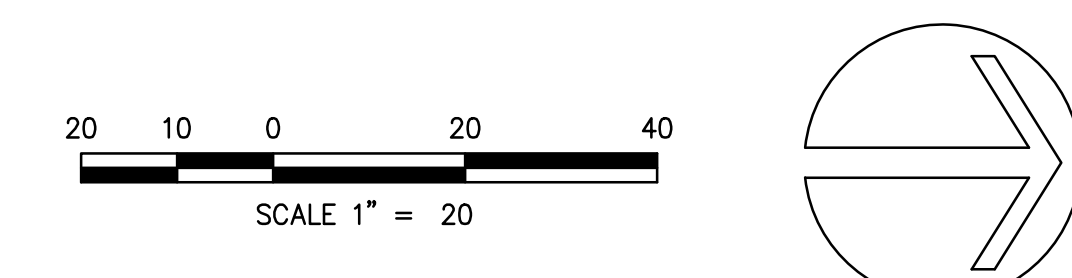
72 EXIS
18 NE

Parking Lot Light (TYP)
Protect existing plantings during construction. Repair any damaged areas to the original condition or better

36 EXISTING

PLANT TABLE

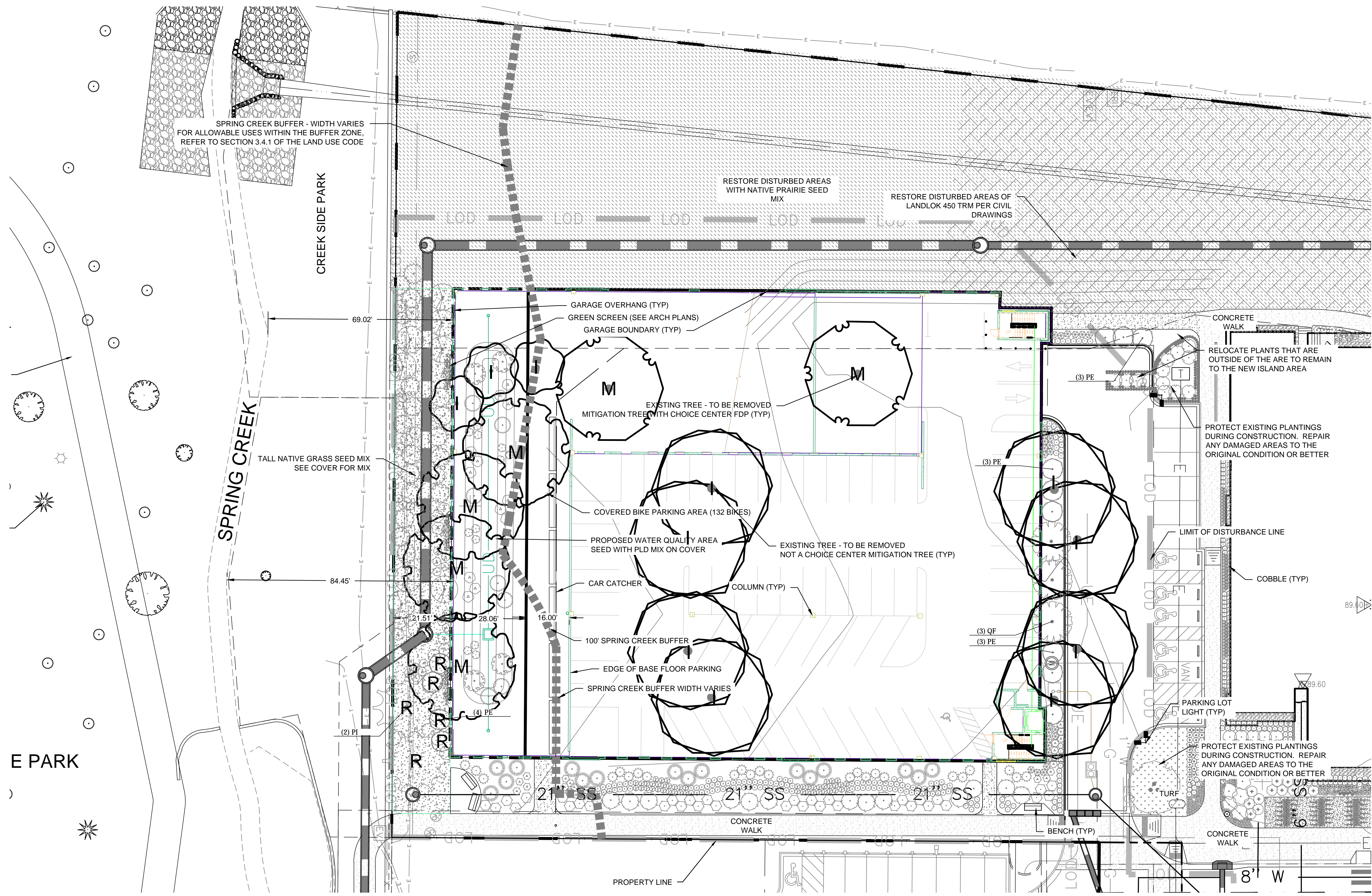
Table with columns: Qty, Code, Scientific Name, Common Name, Mature Height ft (Min, Max), Mature Sprd ft (Min, Max), Water Req, Cont, Size. Includes sections for TREES, SHRUBS, EVERGREEN SHRUBS, ORNAMENTAL GRASSES, and Vines.



Revisions table with columns: Revisions, Description, Date, By.

Drawn, Checked, Designed, File Name, Title block information including 'SUMMIT PARKING GARAGE', 'LANDSCAPE PLAN', and 'LANDSCAPE PLAN'.

TST logo, TST, INC. CONSULTING ENGINEERS contact info (760 Whalers Way, Fort Collins, Colorado), Job No. 1210.0001.00, Scale 1"=XX', Date JANUARY 2013, Sheet 2 of 3.



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.

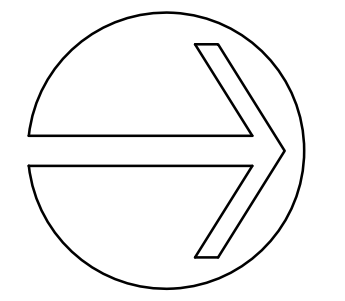
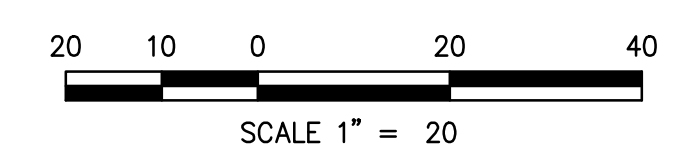
(C) PRIOR TO AND DURING CONSTRUCTION, BARRIERS SHALL BE ERRECTED AROUND ALL PROTECTED EXISTING TREES WITH SUCH BARRIERS TO BE OF ORANGE FENCING A MINIMUM OF FOUR (4) FEET IN HEIGHT, SECURED WITH METAL T-POSTS, NO CLOSER THAN SIX (6) FEET FROM THE TRUNK OR ONE-HALF (1/2) OF THE DRIP LINE, WHICHEVER IS 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.

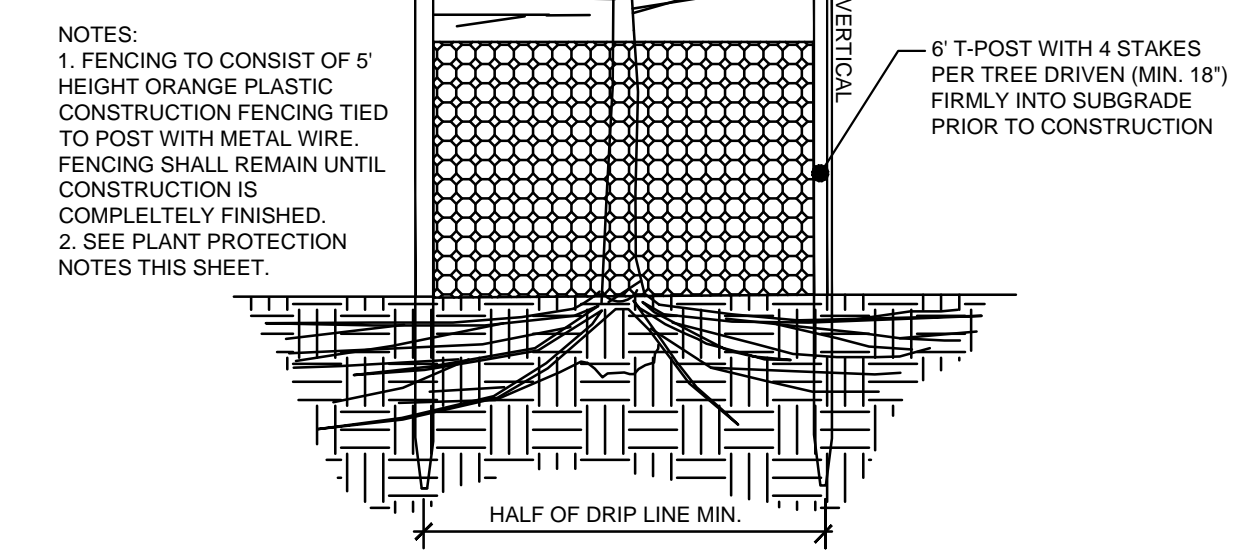
(E) NO DAMAGING ATTACHMENT, WIRES, SIGNS OR PERMITS MAY BE FASTENED TO ANY PROTECTED TREE.

(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 ERRECTING 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 FIXTURE 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 BREST 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.



NOTES:
 1. FENCING TO CONSIST OF 5' HEIGHT ORANGE PLASTIC CONSTRUCTION FENCING TIED TO POST WITH METAL WIRE. FENCING SHALL REMAIN UNTIL CONSTRUCTION IS COMPLETELY FINISHED.
 2. SEE PLANT PROTECTION NOTES THIS SHEET.

1 TREE PROTECTION CONSTRUCTION BARRIER FENCING NTS

REVISIONS	
DATE	DESCRIPTION

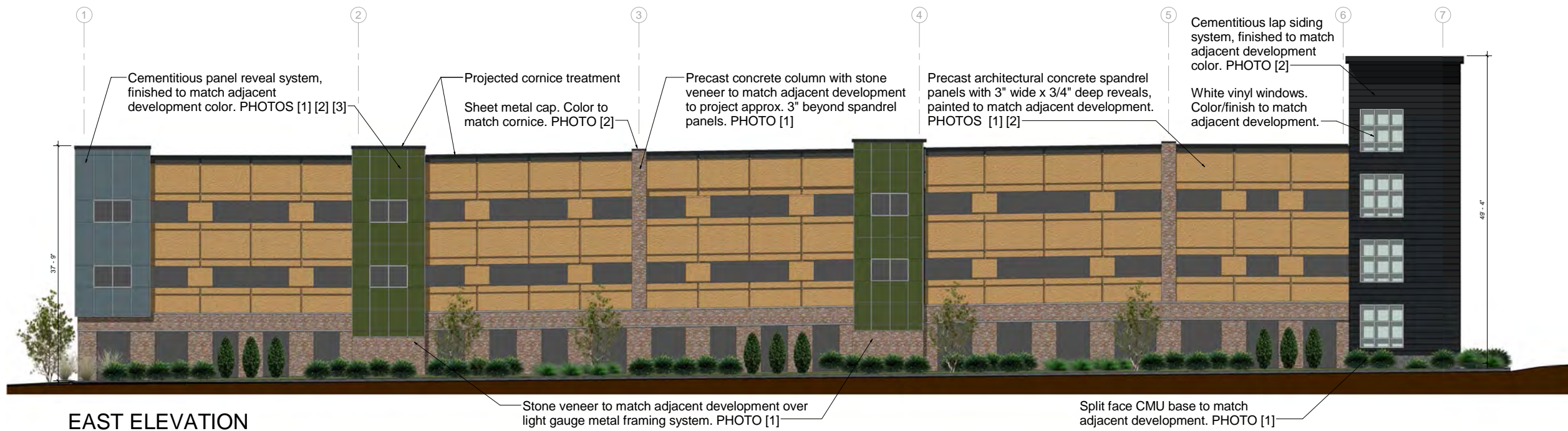
DRAWN	BW
CHECKED	BW
DESIGNED	BW
FILENAME	Summit garage LA
SUMMIT PARKING GARAGE LANDSCAPE PLAN TREE MITIGATION PLAN	

TST

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

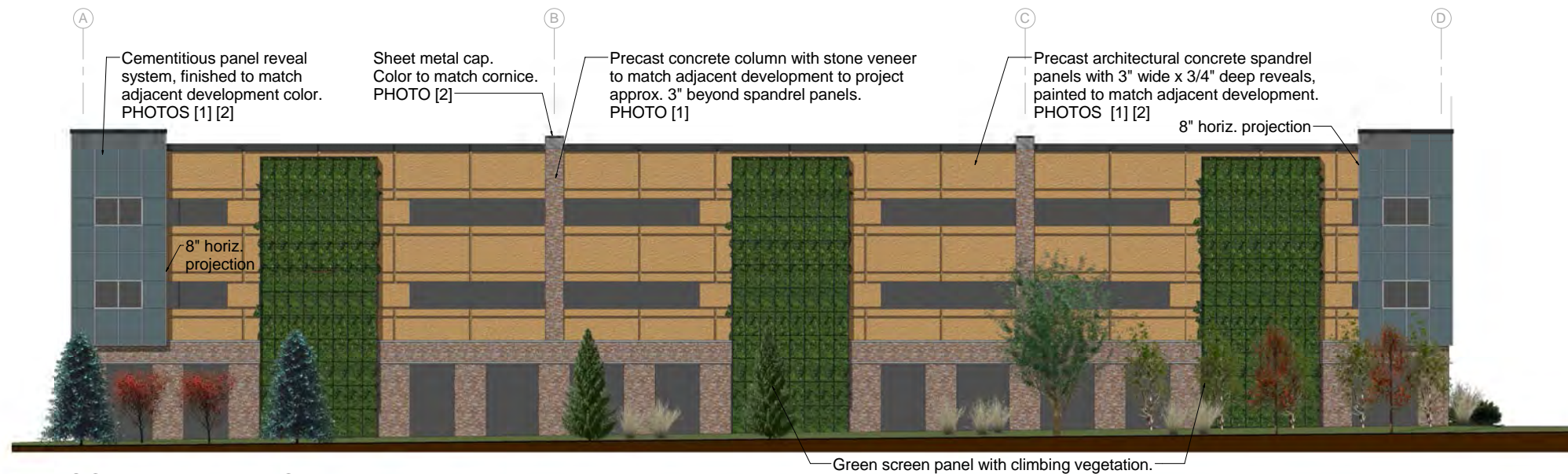
JOB NO.	1210.0001.00
SCALE	1"=XX'
DATE	JANUARY 2013
SHEET	3 of 3

East and South Elevations



EAST ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



PHOTO [2]



PHOTO [1]



COLOR CHART



PHOTO [3]

West and North Elevations

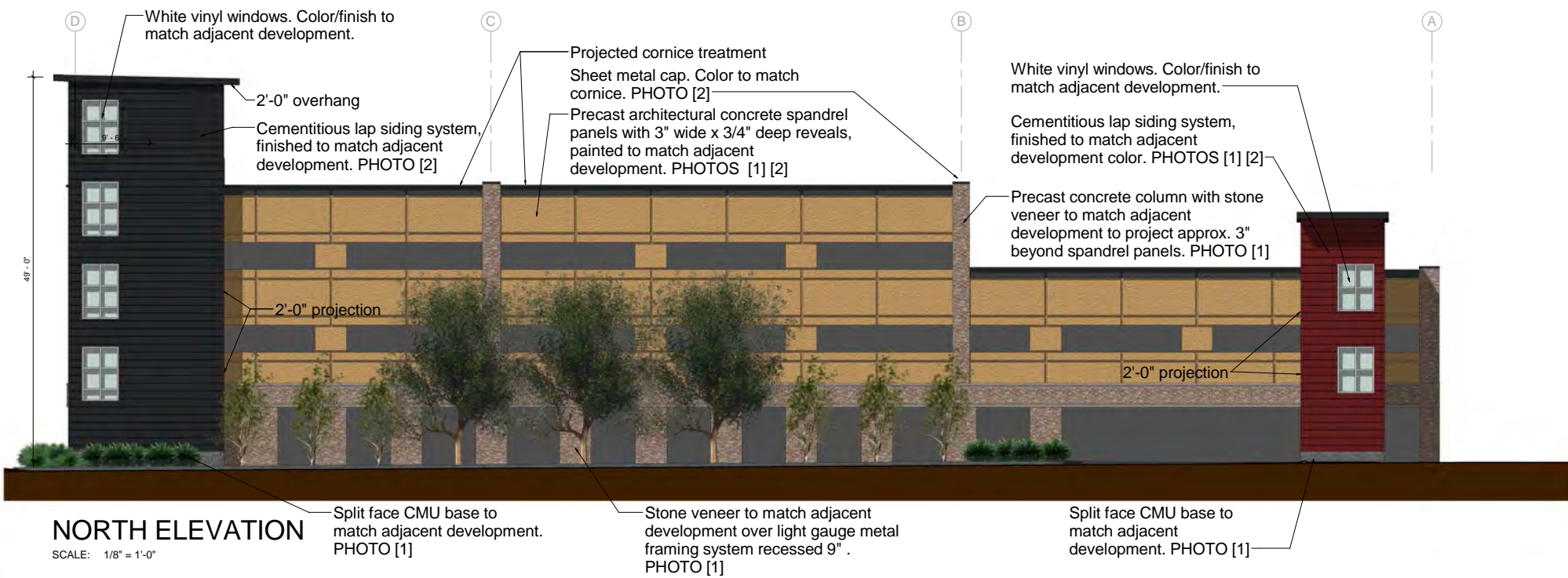
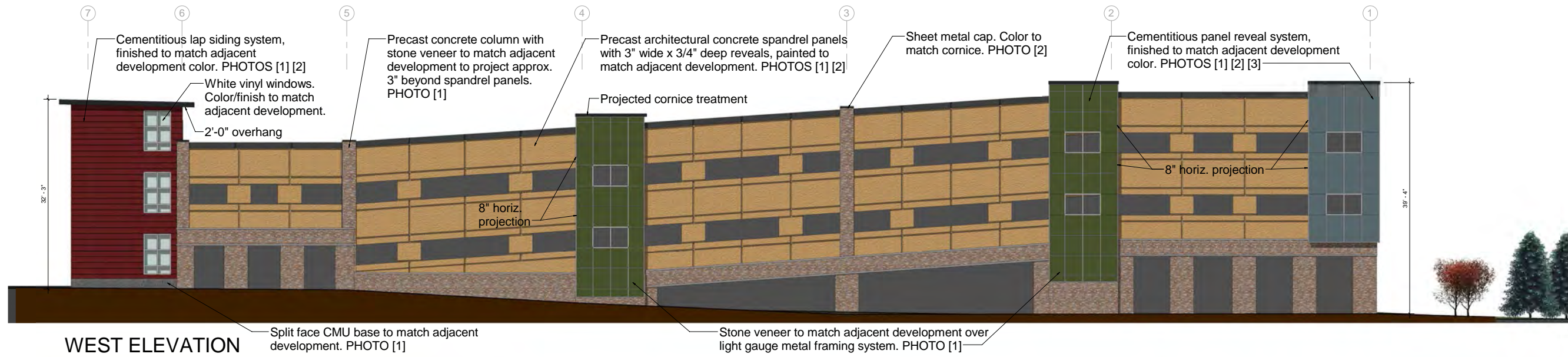


PHOTO [2]



PHOTO [1]

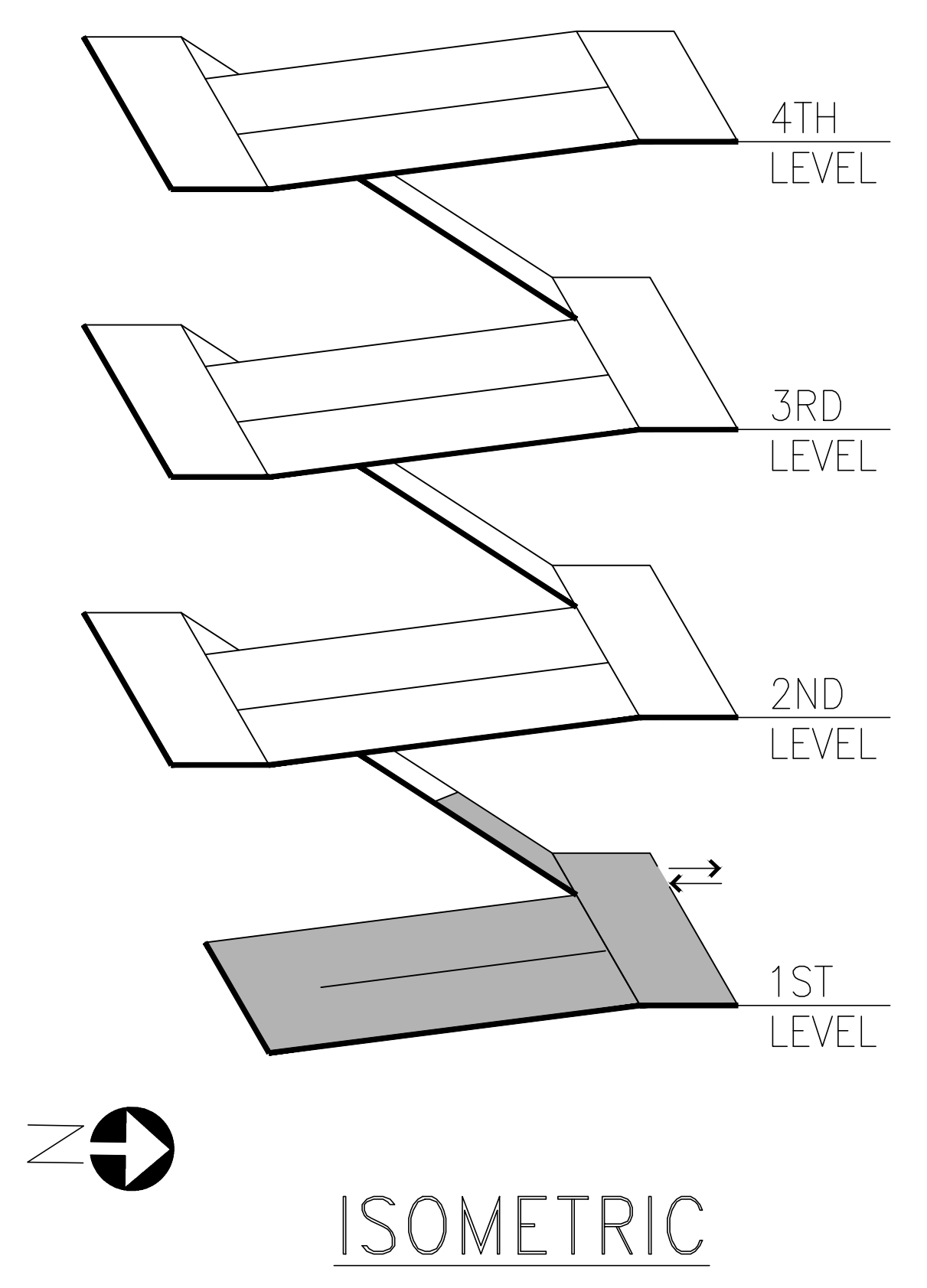
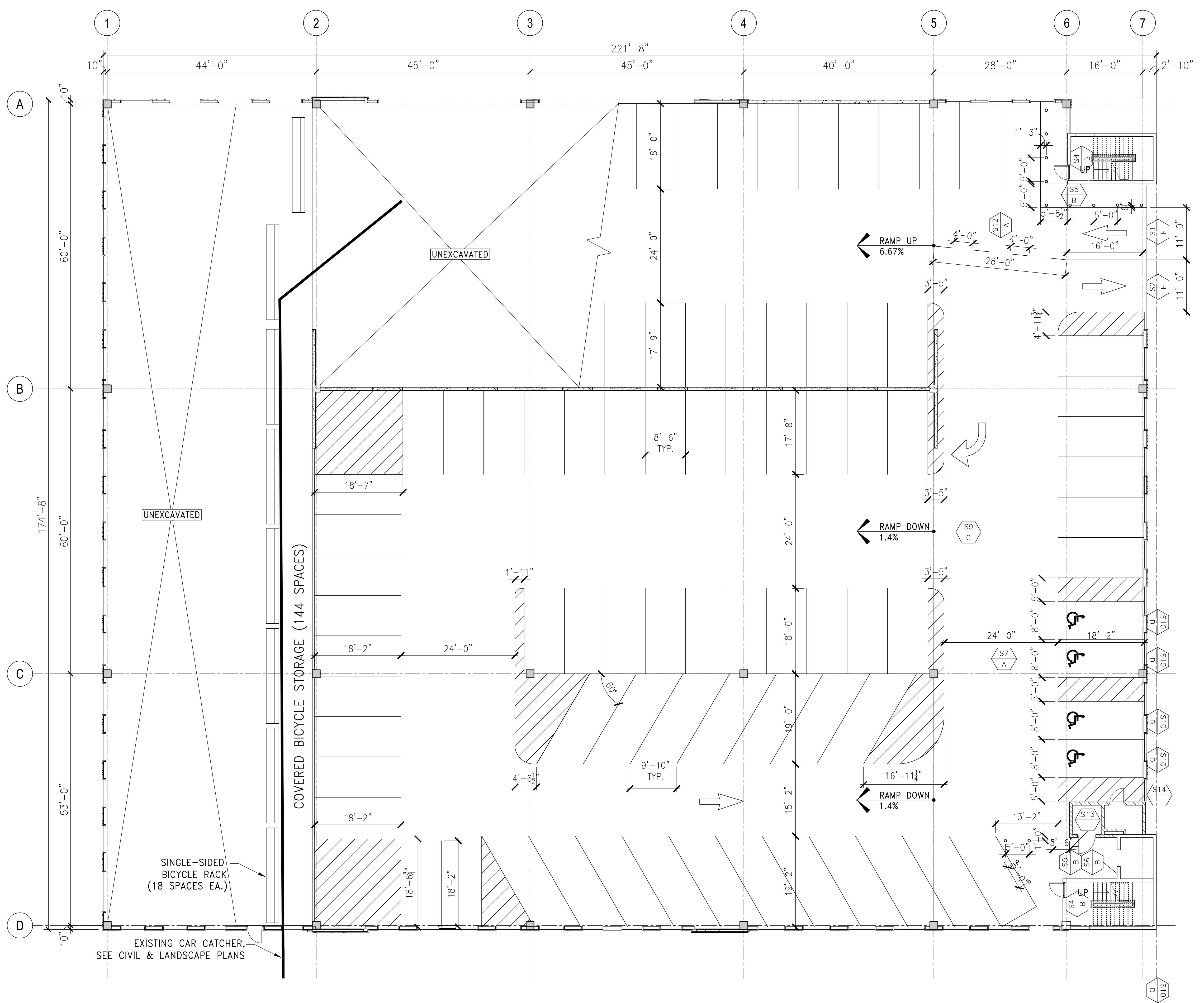


COLOR CHART



PHOTO [3]

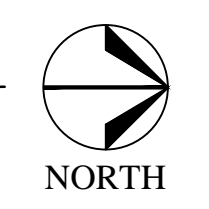
**The Summit on College
Parking Garage**
Fort Collins, Colorado



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

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



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PROJECT NO: 60-13118
DATE: 12/23/13
SCALE: AS NOTED
DRAWING TITLE: **LEVEL 1 PARKING PLAN**
DRAWING NO. **AP101**
NO. DESCRIPTION DATE
DES. SM DRWN. SM CHK'D. HE

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Fort Collins, Colorado

ISSUE

NO.	DESCRIPTION	DATE

DRAWING TITLE:

**LEVEL 2
PARKING PLAN**

DRAWING NO.

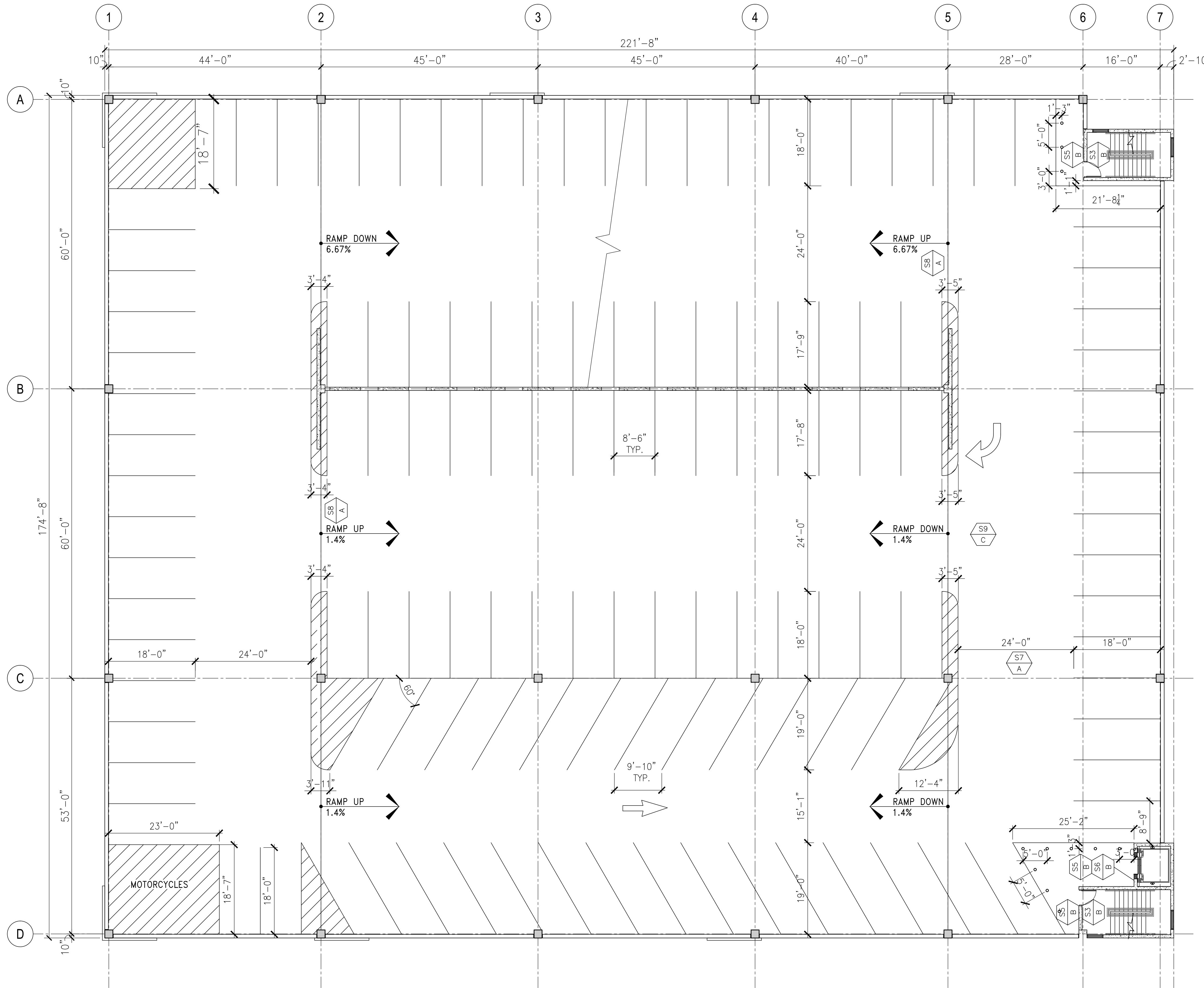
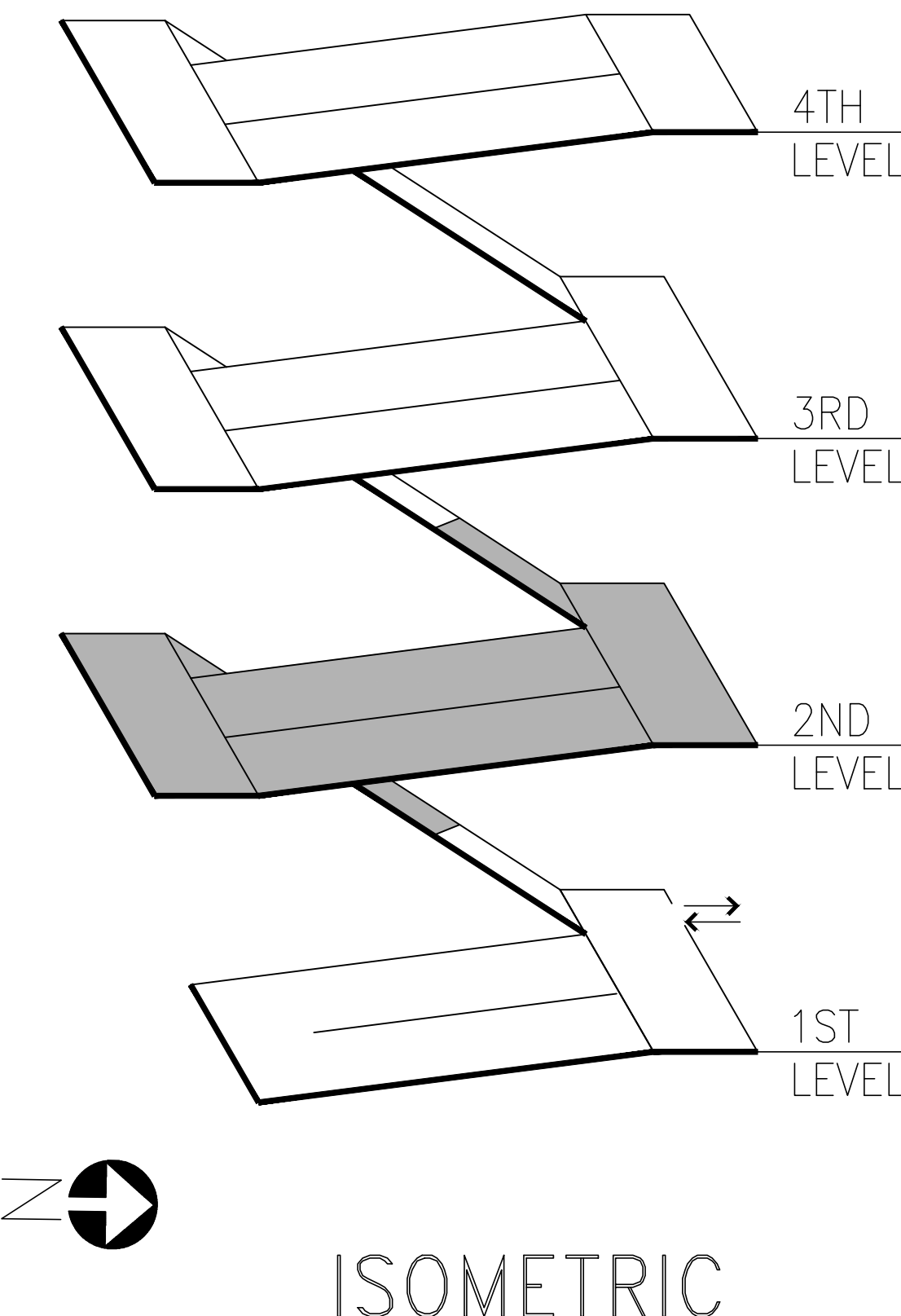
AP102

SCALE: AS NOTED

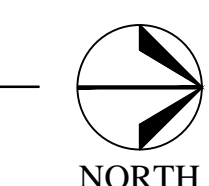
DATE: 12/23/13

PROJECT NO: 60-13118

DES.	DRWN.	CHK'D.
SM	SM	HE



1 LEVEL 2 PARKING PLAN
SCALE: 3/32" = 1'-0"



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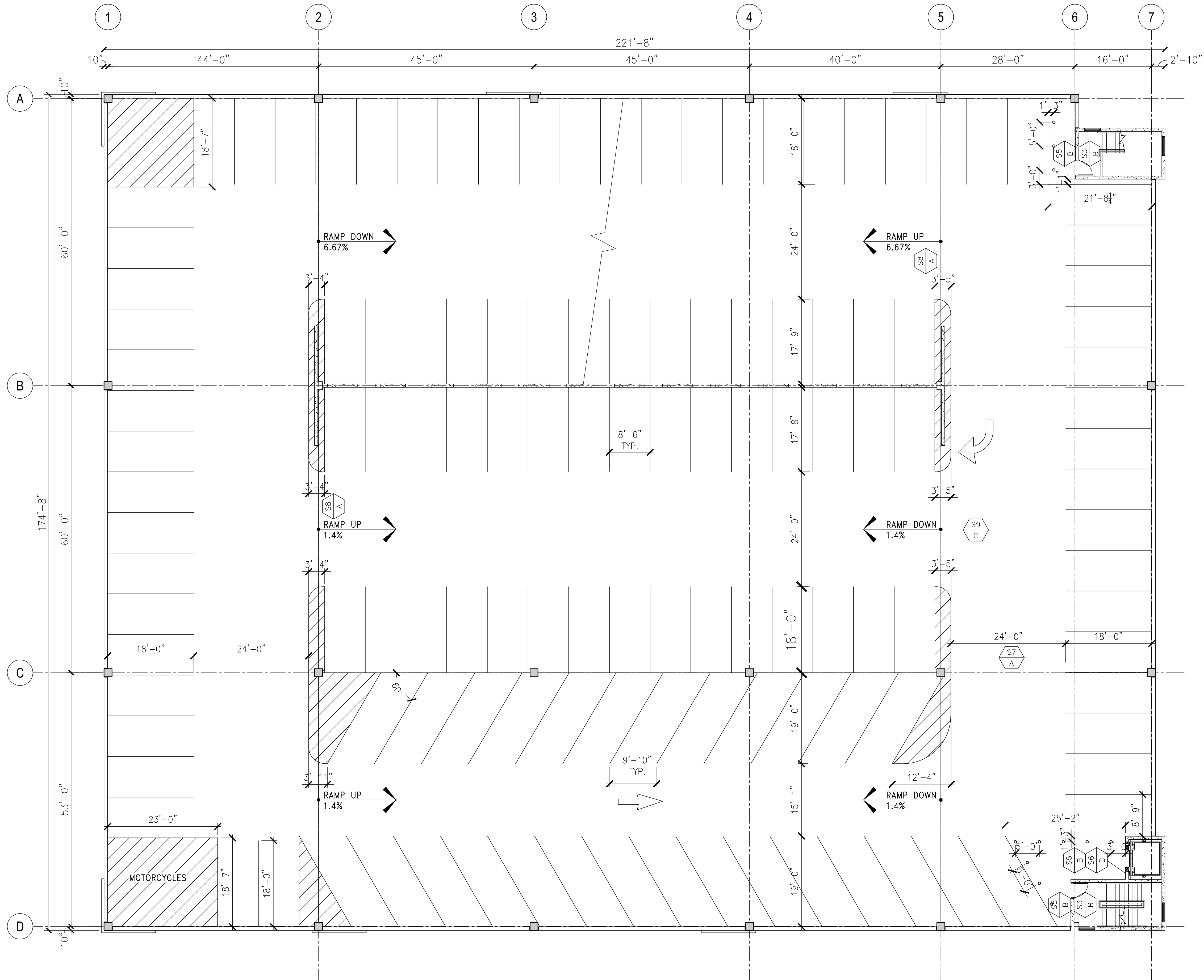
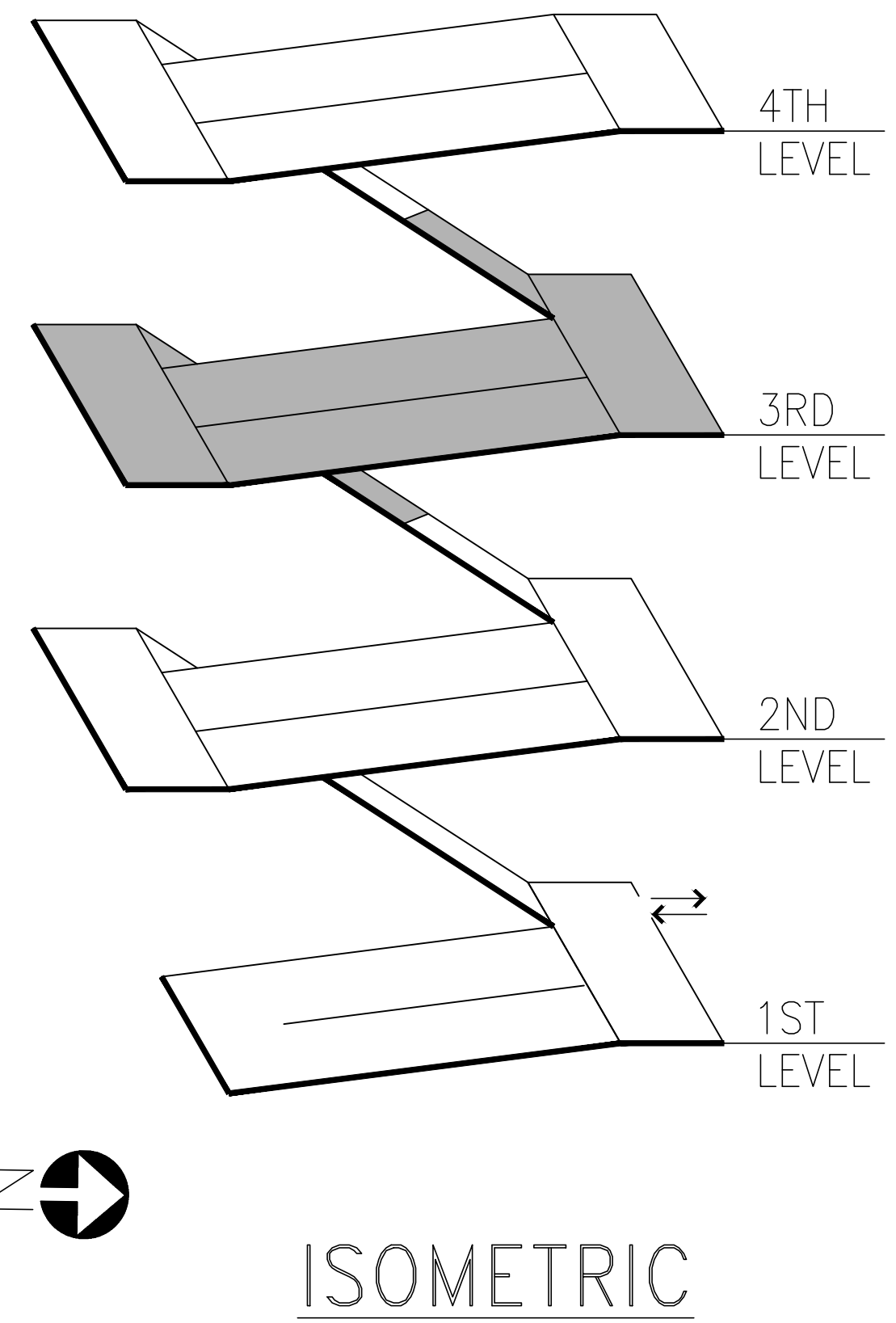
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NO.	DESCRIPTION	DATE

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PARKING PLAN**

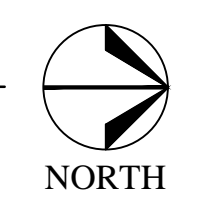
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AP103

SCALE: AS NOTED
DATE: 12/23/13

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

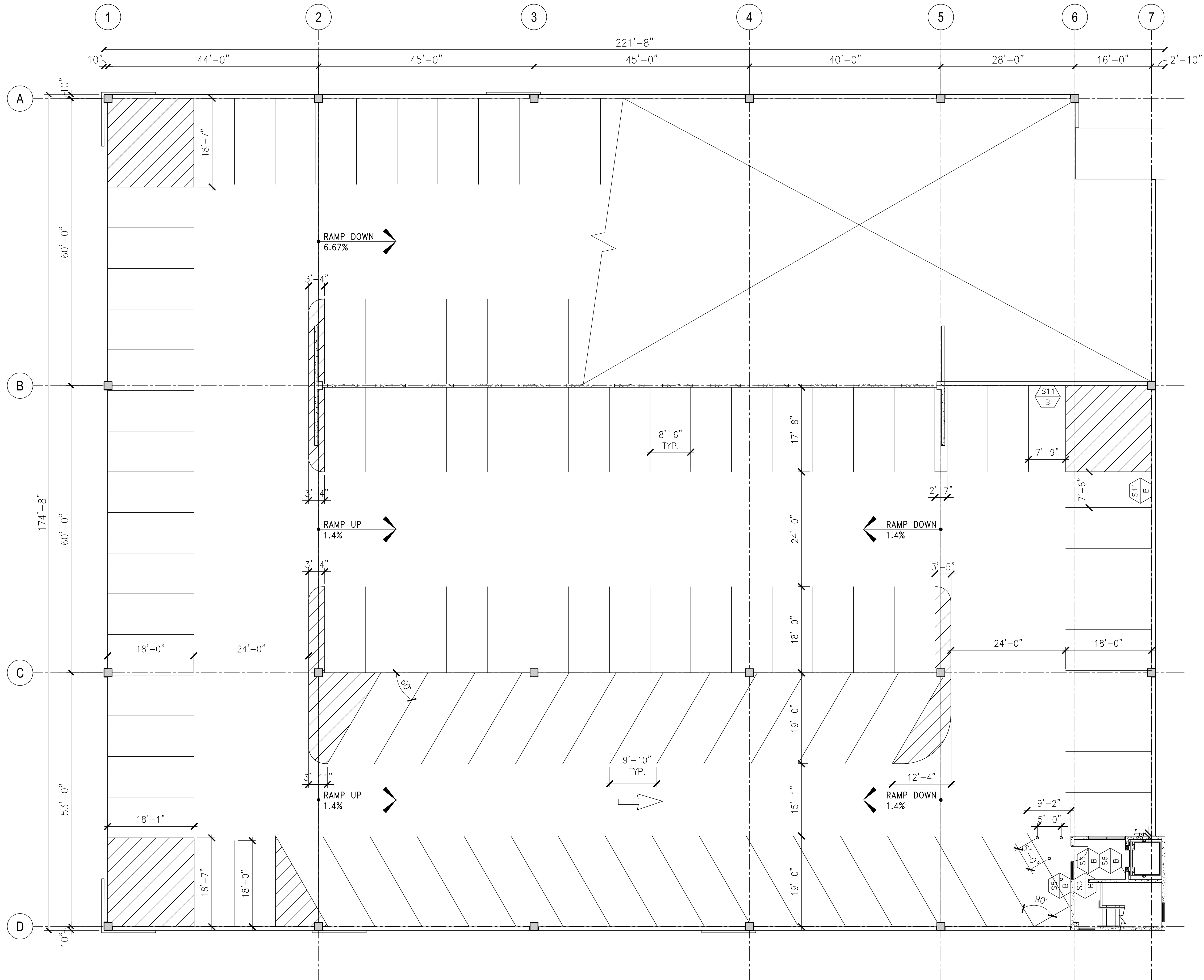
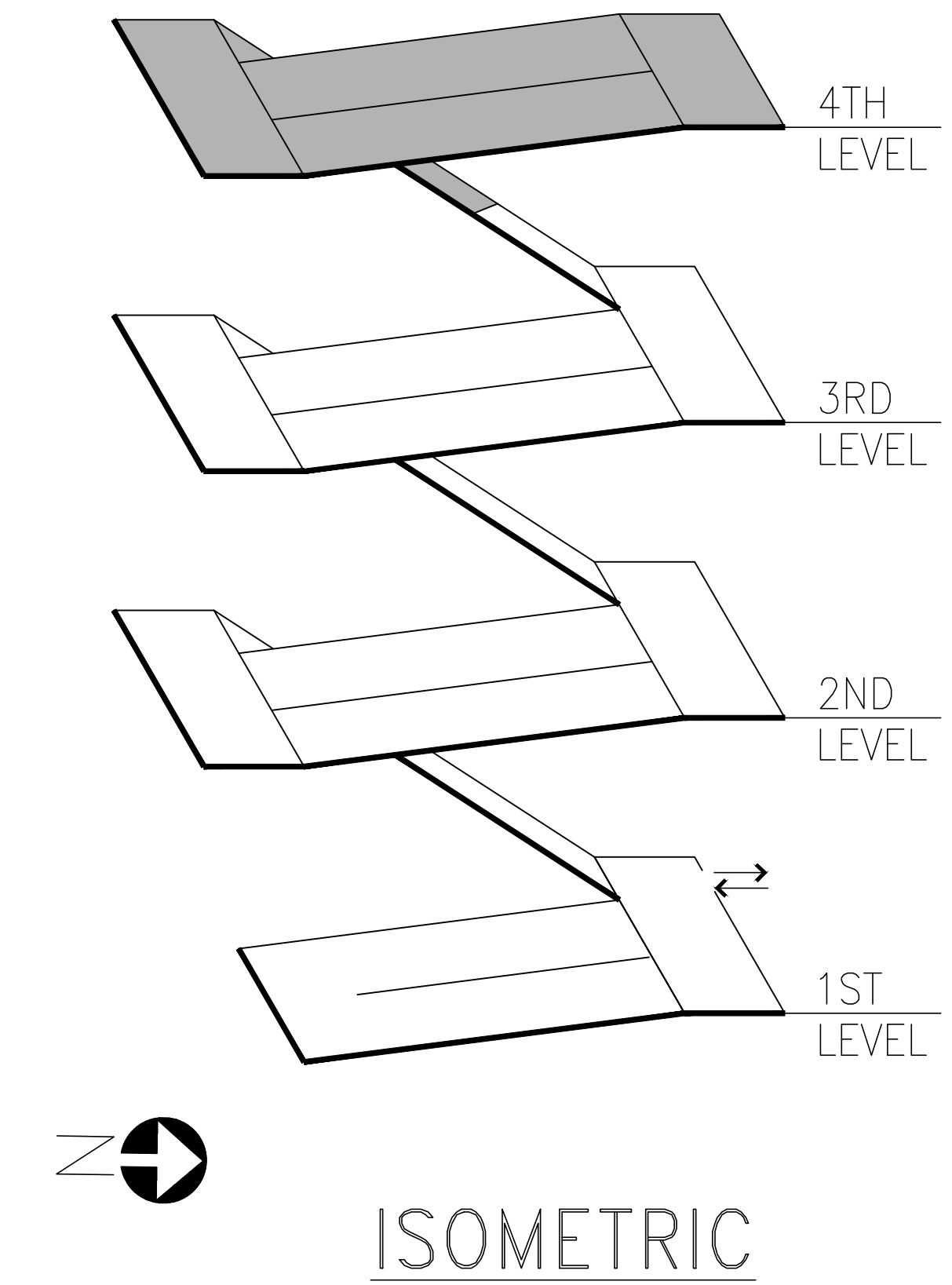


1 LEVEL 3 PARKING PLAN
SCALE: 3/32" = 1'-0"

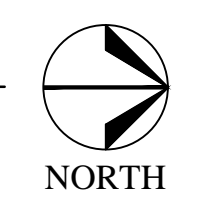


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Fort Collins, Colorado



1 LEVEL 4 PARKING PLAN
SCALE: 3/32" = 1'-0"



ISSUE		
NO.	DESCRIPTION	DATE

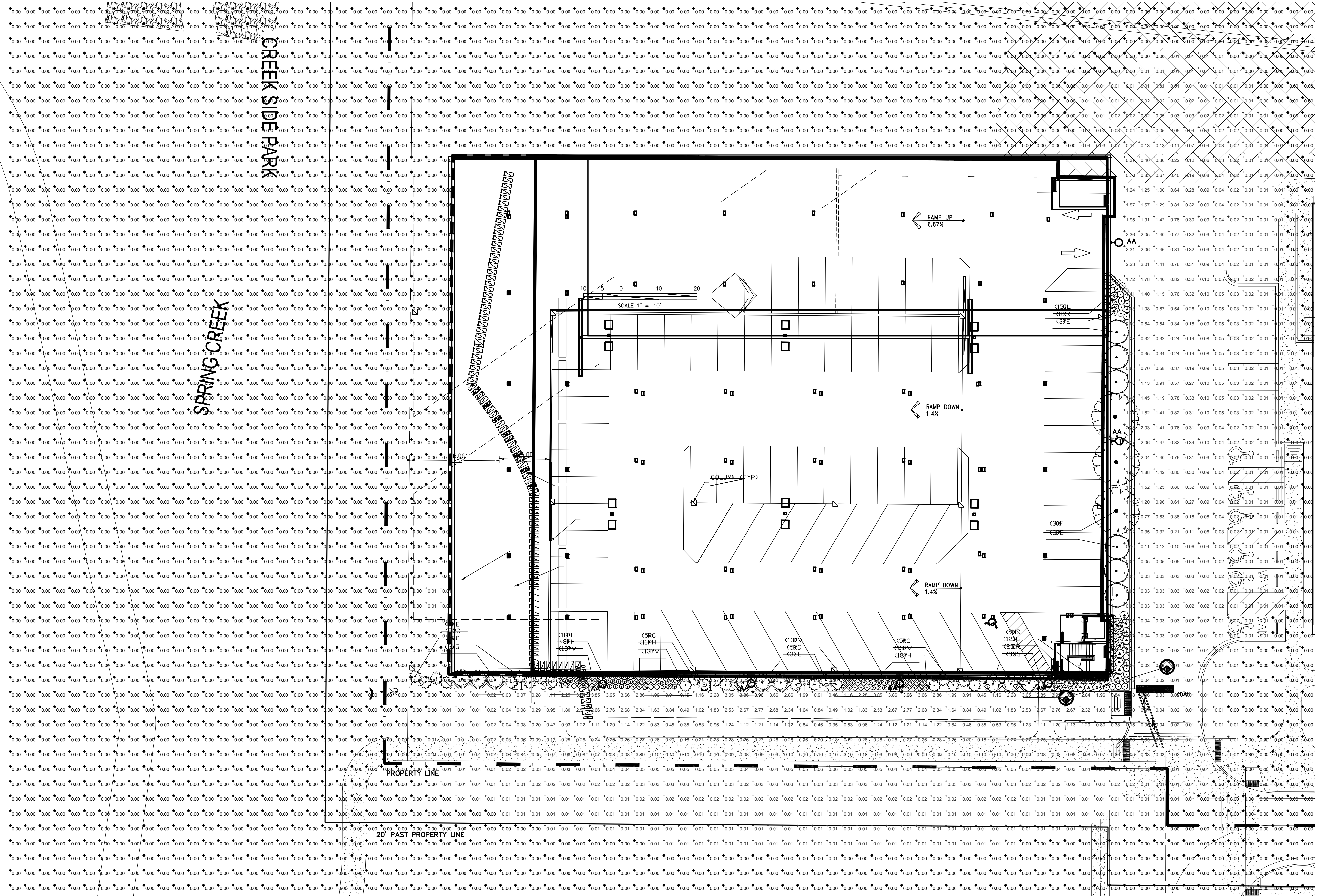
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PARKING PLAN**

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AP104

SCALE: AS NOTED
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PROJECT NO: 60-13118

DES.	DRWN.	CHK'D.
SM	SM	HE

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Symbol	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	Lithonia Lighting	DSXW1 LED 10C MVDLT	DSXW1 LED WITH 1 LIGHT ENGINE, 10 LED'S, DIMMABLE DRIVER, 4000K LED, TYPE 3 SHORT OPTIC	LED	1	DSXW1_LED_10C_T35_MVDLT.is	2154.48	1	27
	Lithonia Lighting	WTR 2.32	WALL BRACKET AND SURFACE MOUNT LED, HT FLONG WITH TWO LAMPS, AND ACRYLIC DIFFUSER	TWO 32-WATT T8 LINEAR FLUORESCENT	2	WTR_2.32.is	2850	1	46.7
	Lithonia Lighting	DSX1 LED 30C MVDLT	DSX1 LED WITH (1) 30 LED LIGHT ENGINE, TYPE TAM OPTIC, 5000K, 8 700MA	LED	1	DSX1_LED_30C_TAM_MVDLT.is	10194.49	1	210



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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:

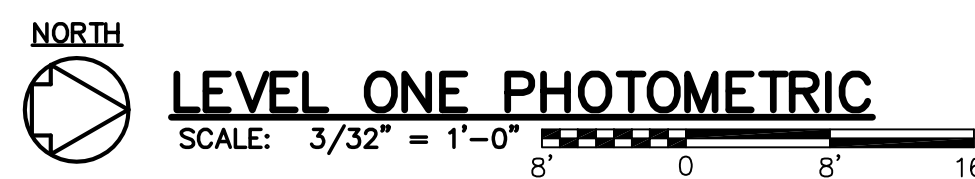
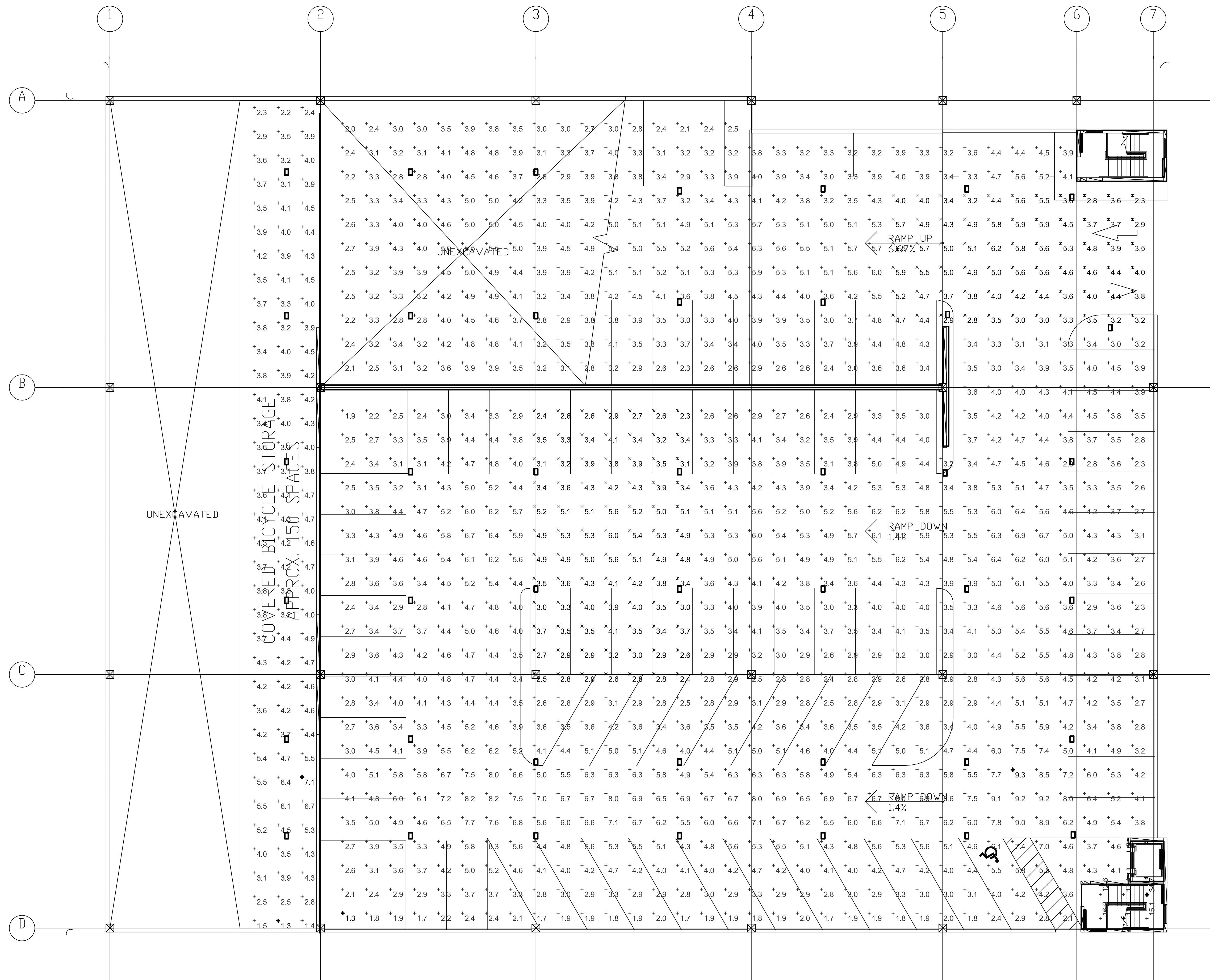
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2107 WEST COLLEGE AVE
ENGLEWOOD, CO 80110
(303) 934-1234



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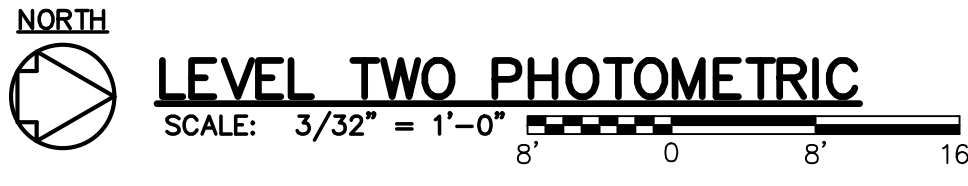
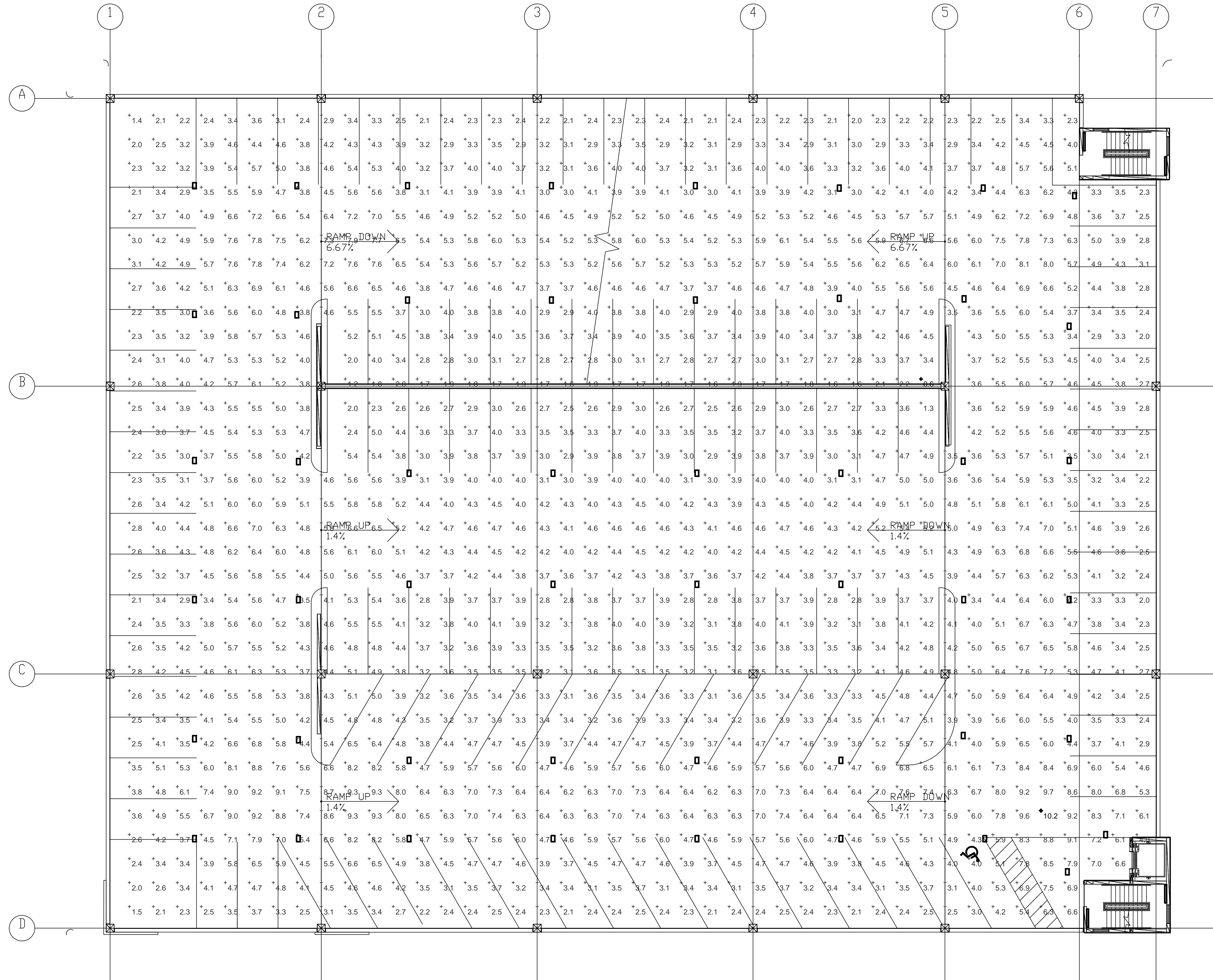
www.mkkeng.com
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Greenwood Village, CO 80111-2518
tel: 303.796.6000
fax: 303.796.6099

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

TITLE: _____

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 ENGLEWOOD, CO80110
 (303) 934-1234

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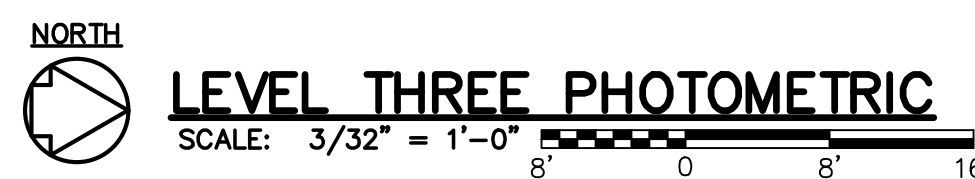
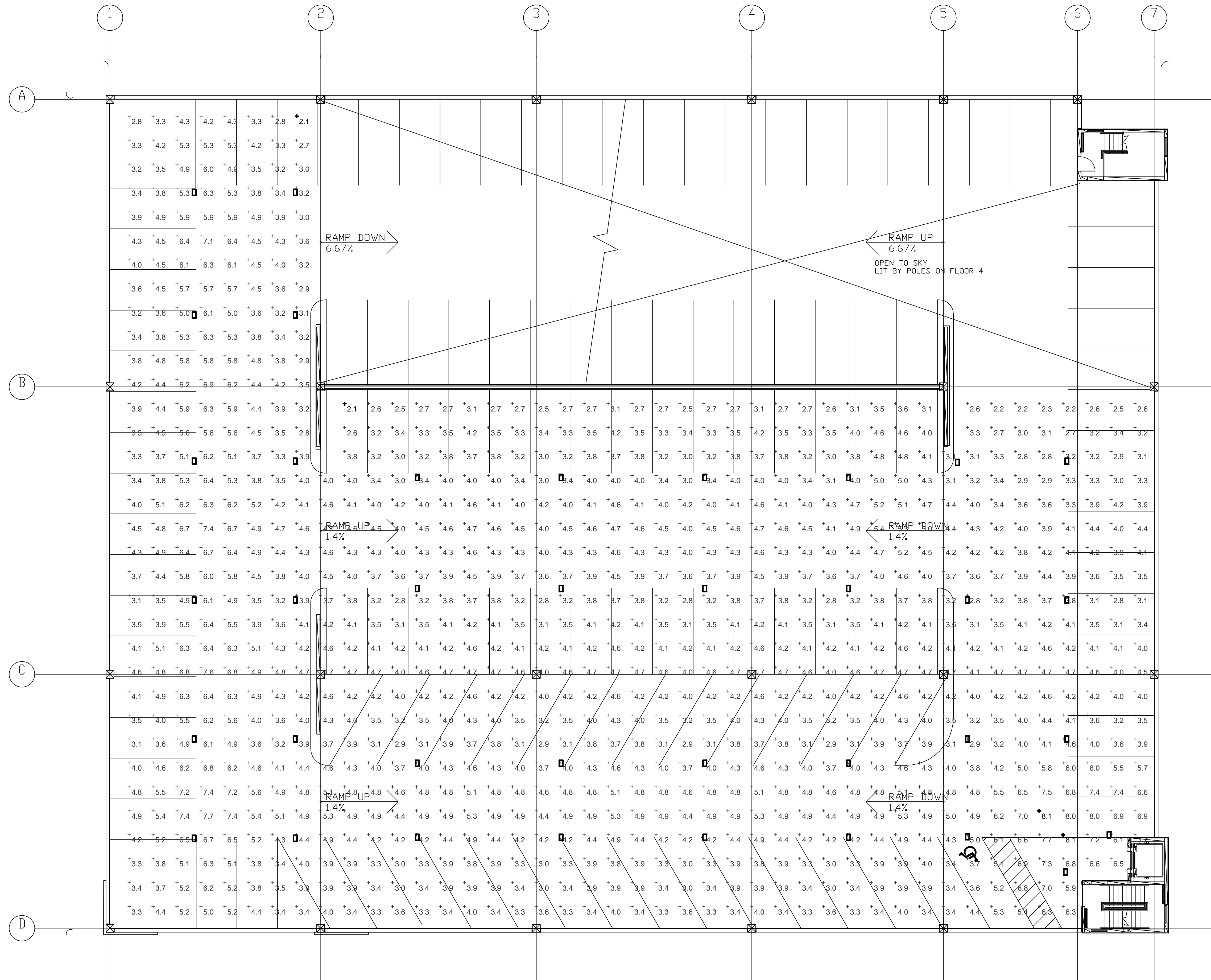
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 7600 East Orchard Road, Suite 250-S
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PROJECT: **THE SUMMIT ON COLLEGE PARKING GARAGE**
 1721 CHOICE CENTER DRIVE
 FORT COLLINS, COLORADO

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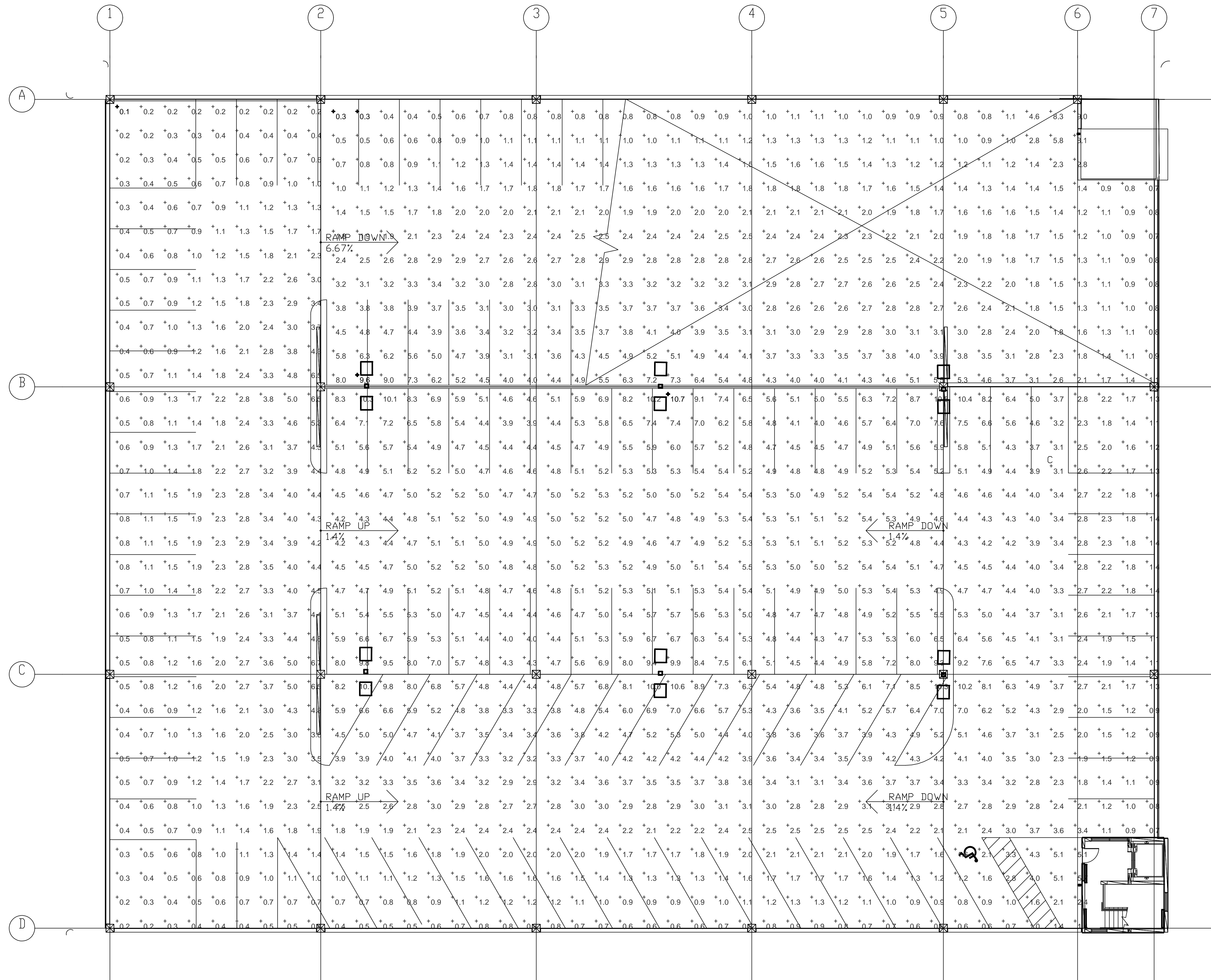
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 7600 East Orchard Road, Suite 250-S
 Greenwood Village, CO 80111-2518
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PROJECT: THE SUMMIT ON COLLEGE PARKING GARAGE
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NORTH
LEVEL FOUR PHOTOMETRIC
 SCALE: 3/32" = 1'-0"
 0 8' 16'

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

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 fax: 303.796.6096

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:	

PROJECT NO. _____
 SHEET NO. _____

Sun Shadow Study



Winter Solstice at 9am

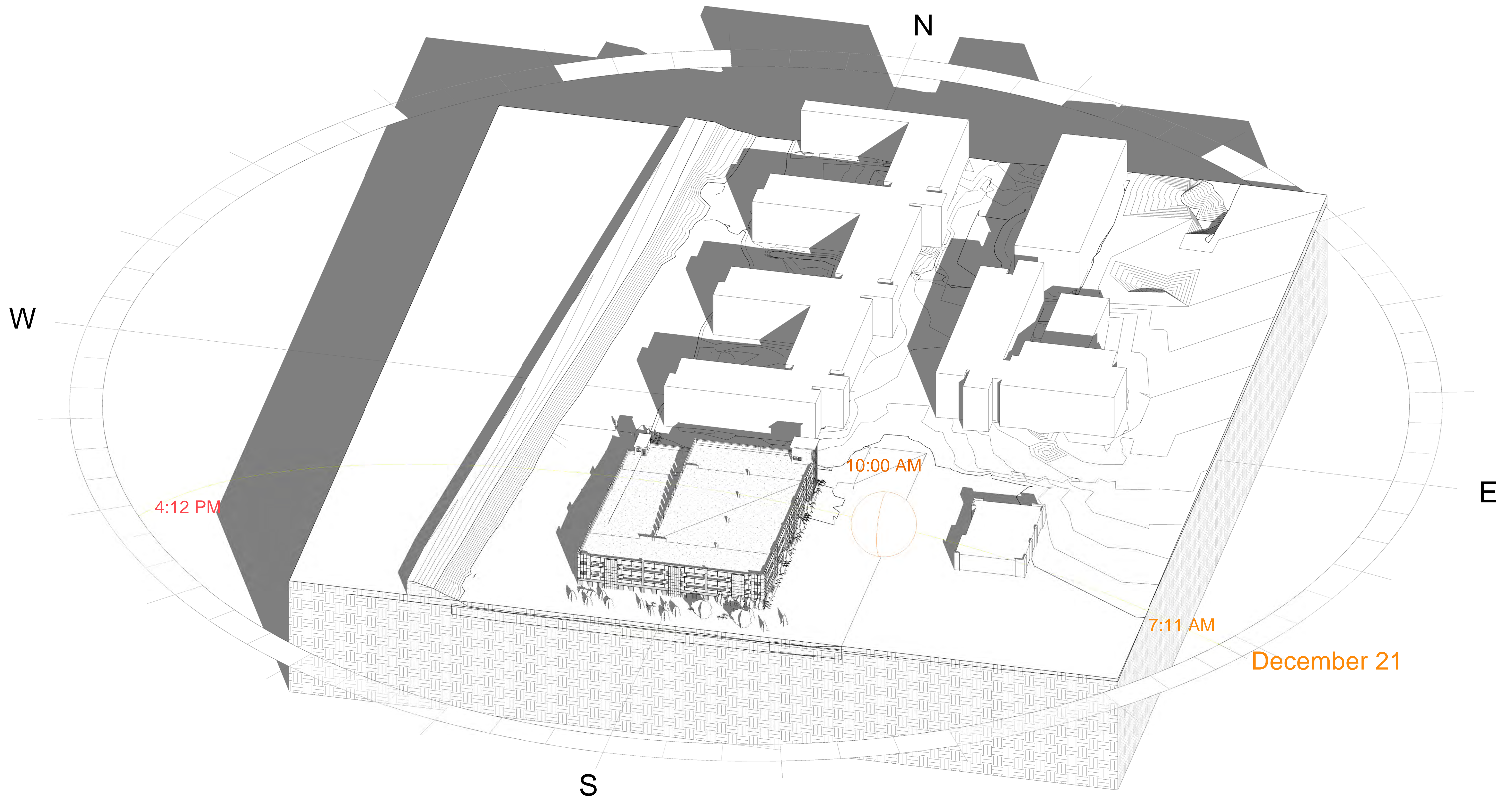
December 21, 2013 Winter Solstice

The Summit on College
Fort Collins, Colorado

03/03/14

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A DIVISION OF DESMAN, INC.
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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
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03/03/14

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HARTFORD NEW YORK PITTSBURGH WASHINGTON, D.C.

Sun Shadow Study



Winter Solstice at 11am

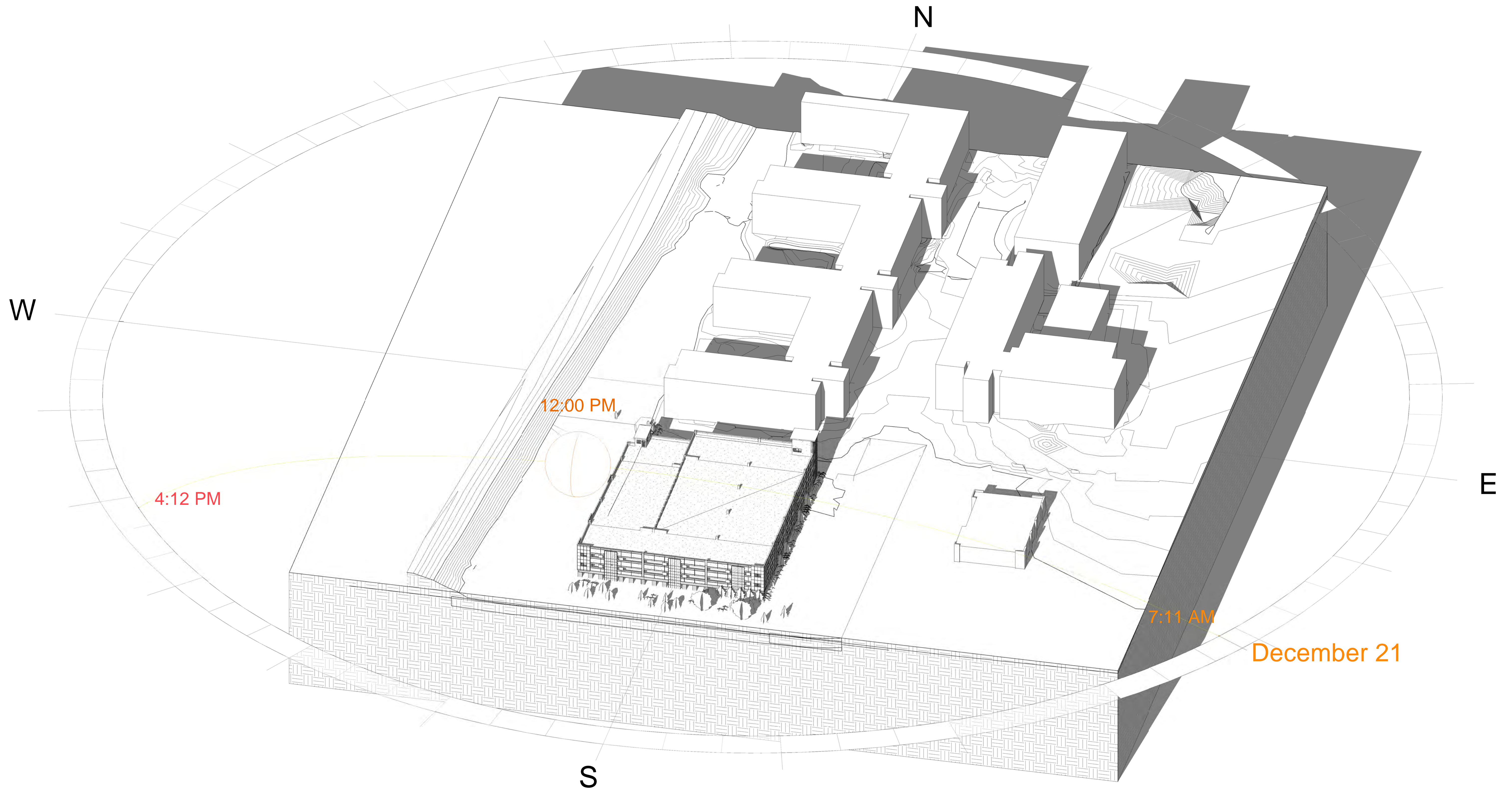
December 21, 2013 Winter Solstice

The Summit on College
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03/03/14

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HARTFORD NEW YORK PITTSBURGH WASHINGTON, D.C.

Sun Shadow Study



Winter Solstice at 12pm

December 21, 2013 Winter Solstice

The Summit on College
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03/03/14

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Sun Shadow Study



Winter Solstice at 1pm

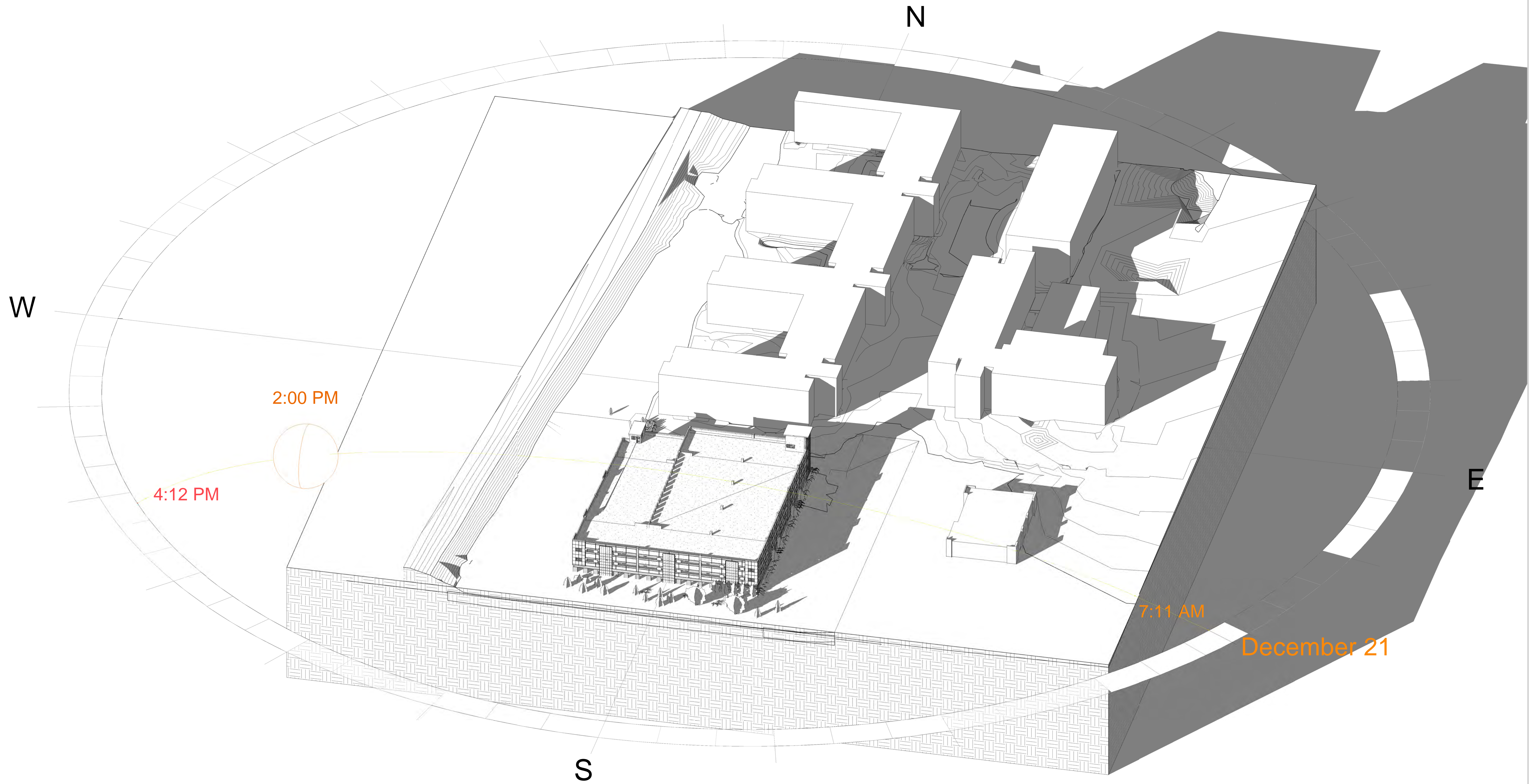
December 21, 2013 Winter Solstice

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03/03/14

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HARTFORD NEW YORK PITTSBURGH WASHINGTON, D.C.

Sun Shadow Study



Winter Solstice at 2pm

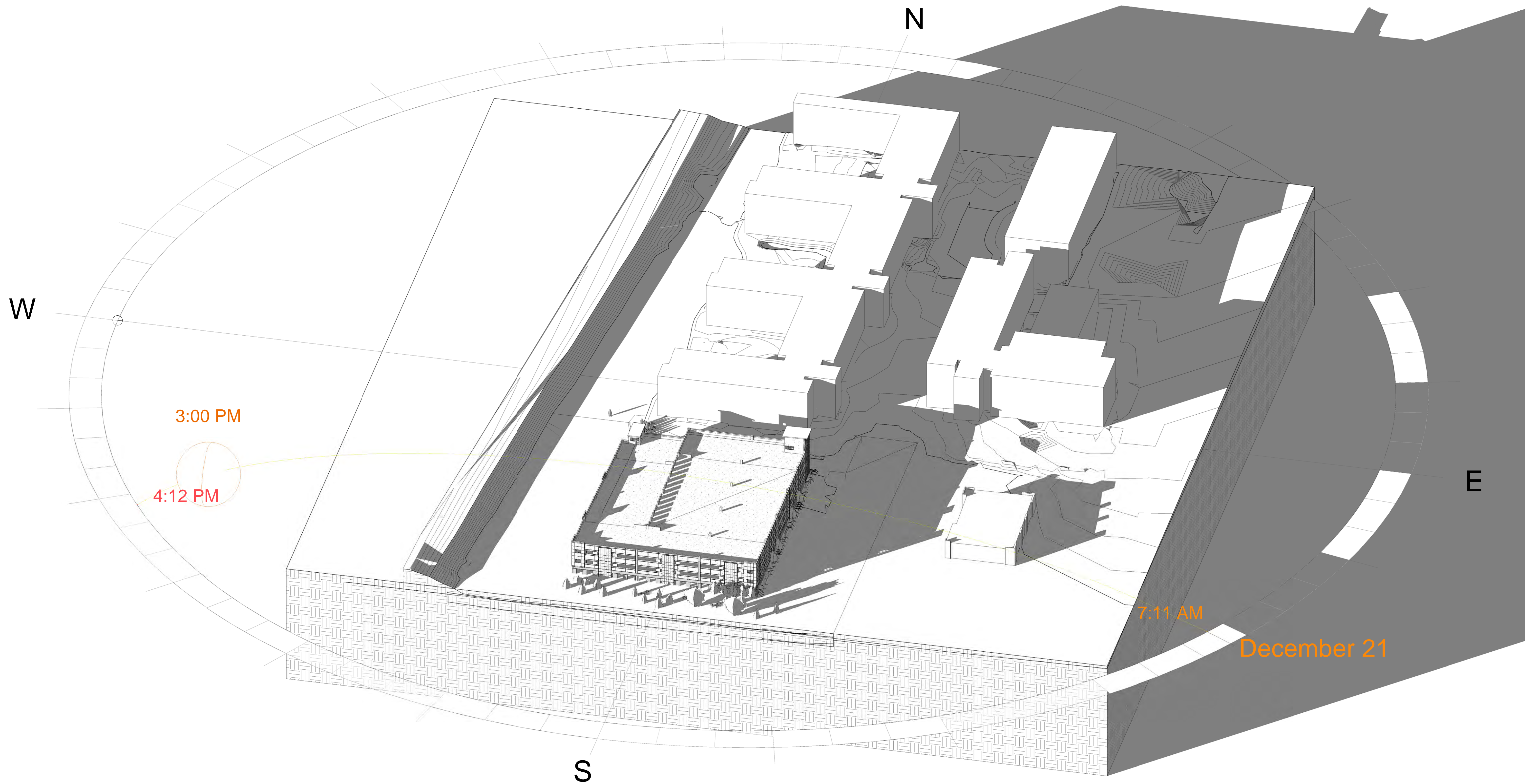
December 21, 2013 Winter Solstice

The Summit on College
Fort Collins, Colorado

03/03/14

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Sun Shadow Study



Winter Solstice at 3pm

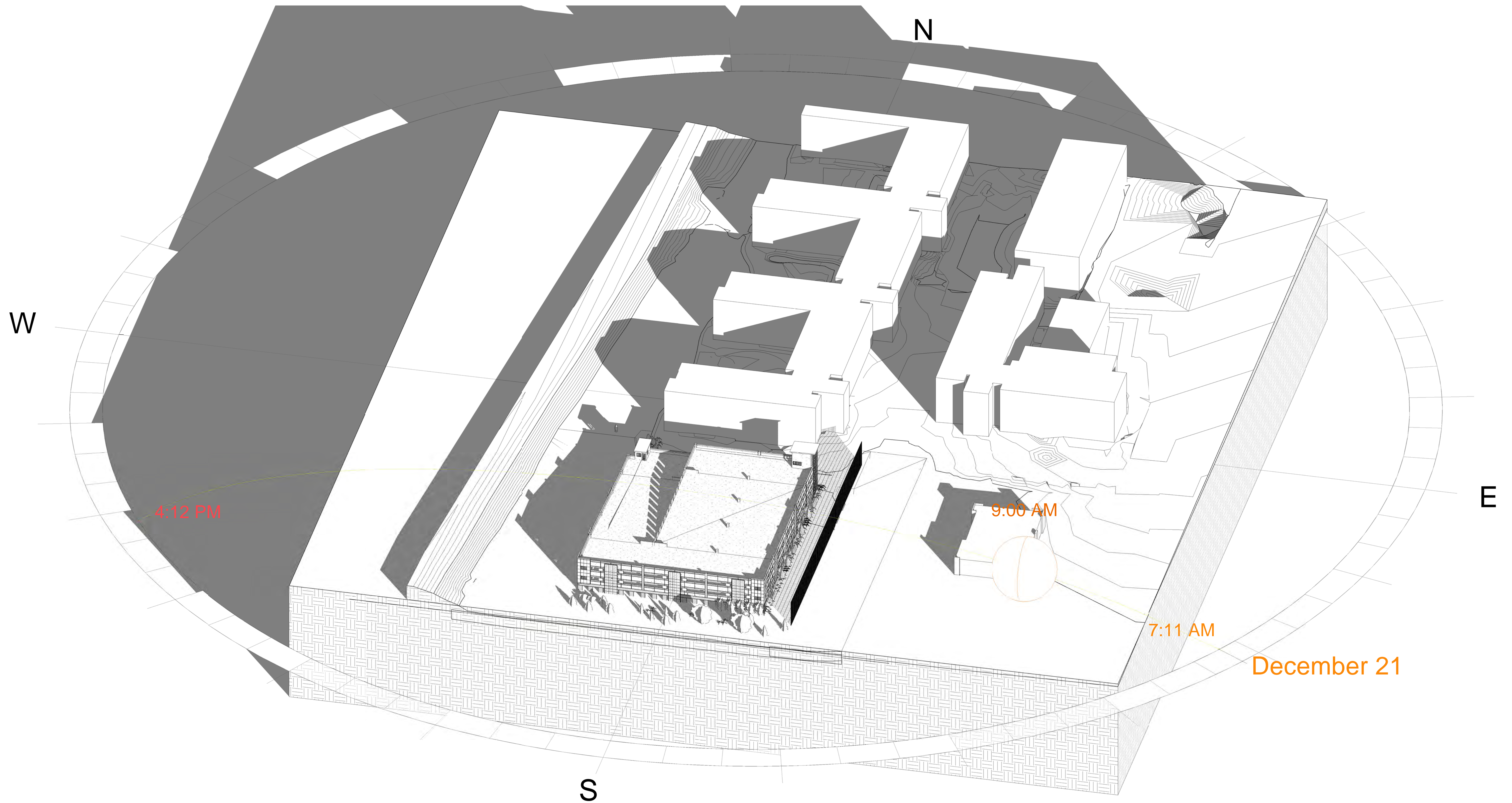
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Sun Shadow Study



Winter Solstice at 9am- with 25ft Wall

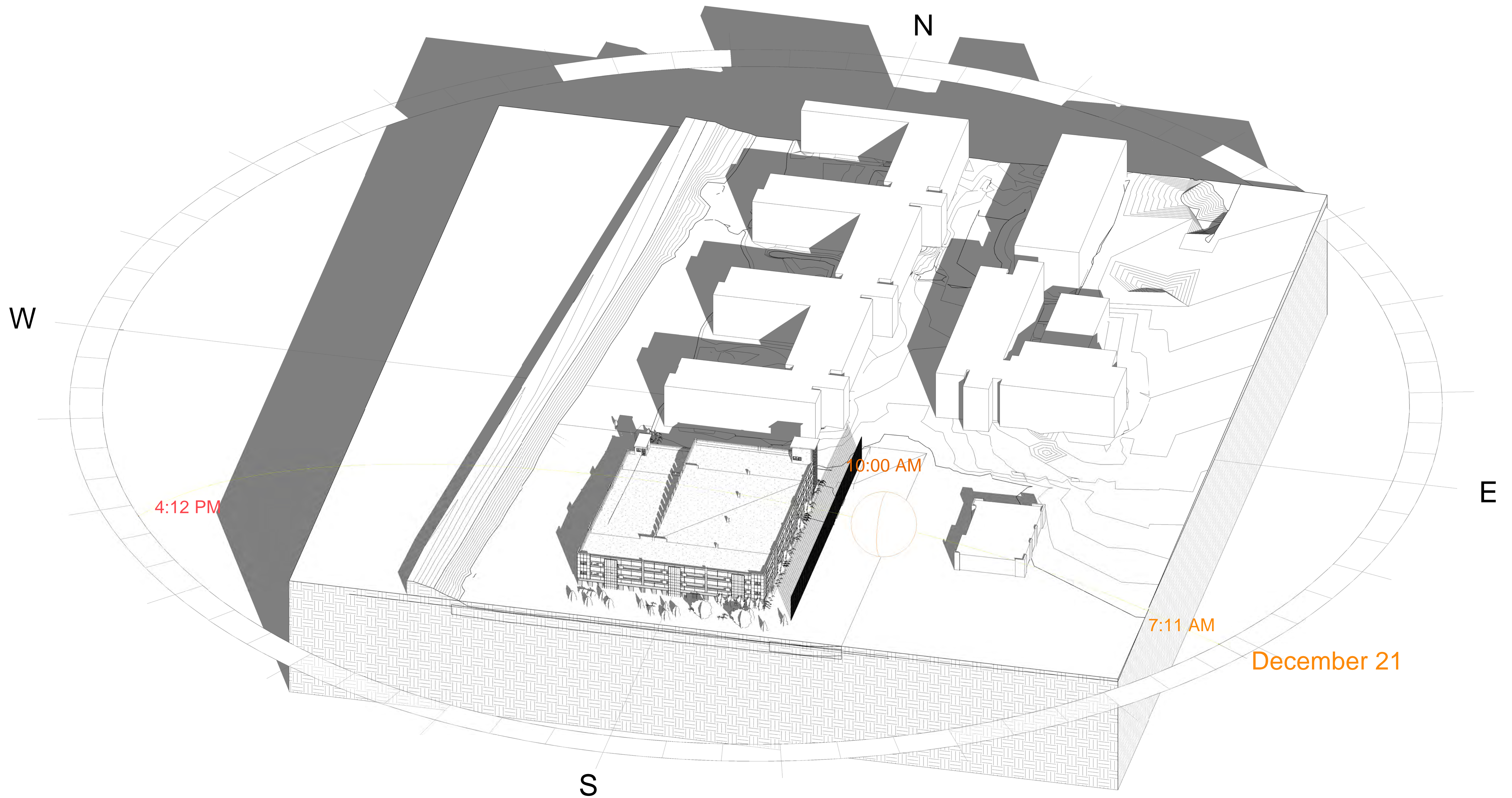
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Sun Shadow Study



Winter Solstice at 10am-with 25ft Wall

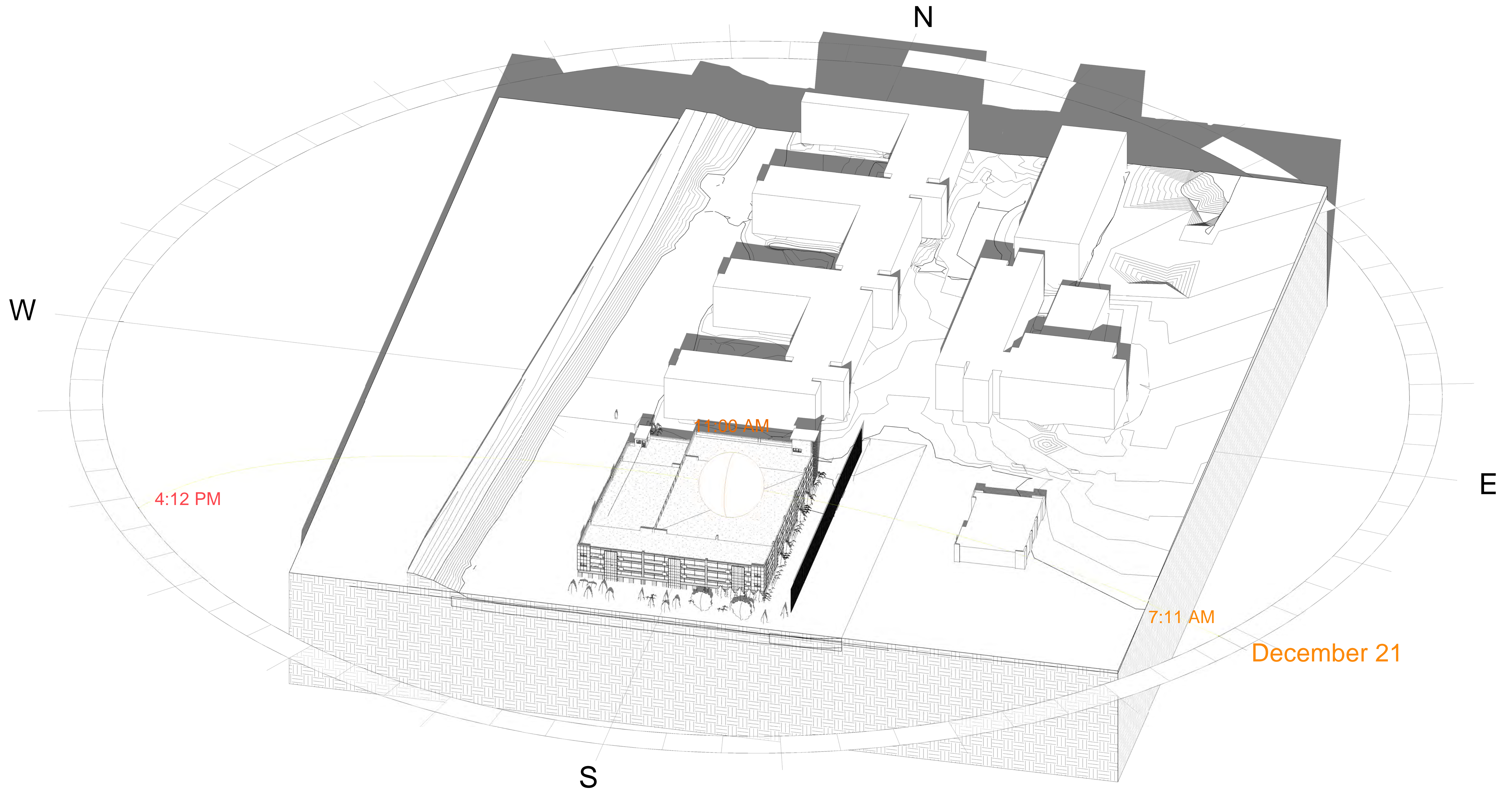
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Sun Shadow Study



Winter Solstice at 11am-with 25ft Wall

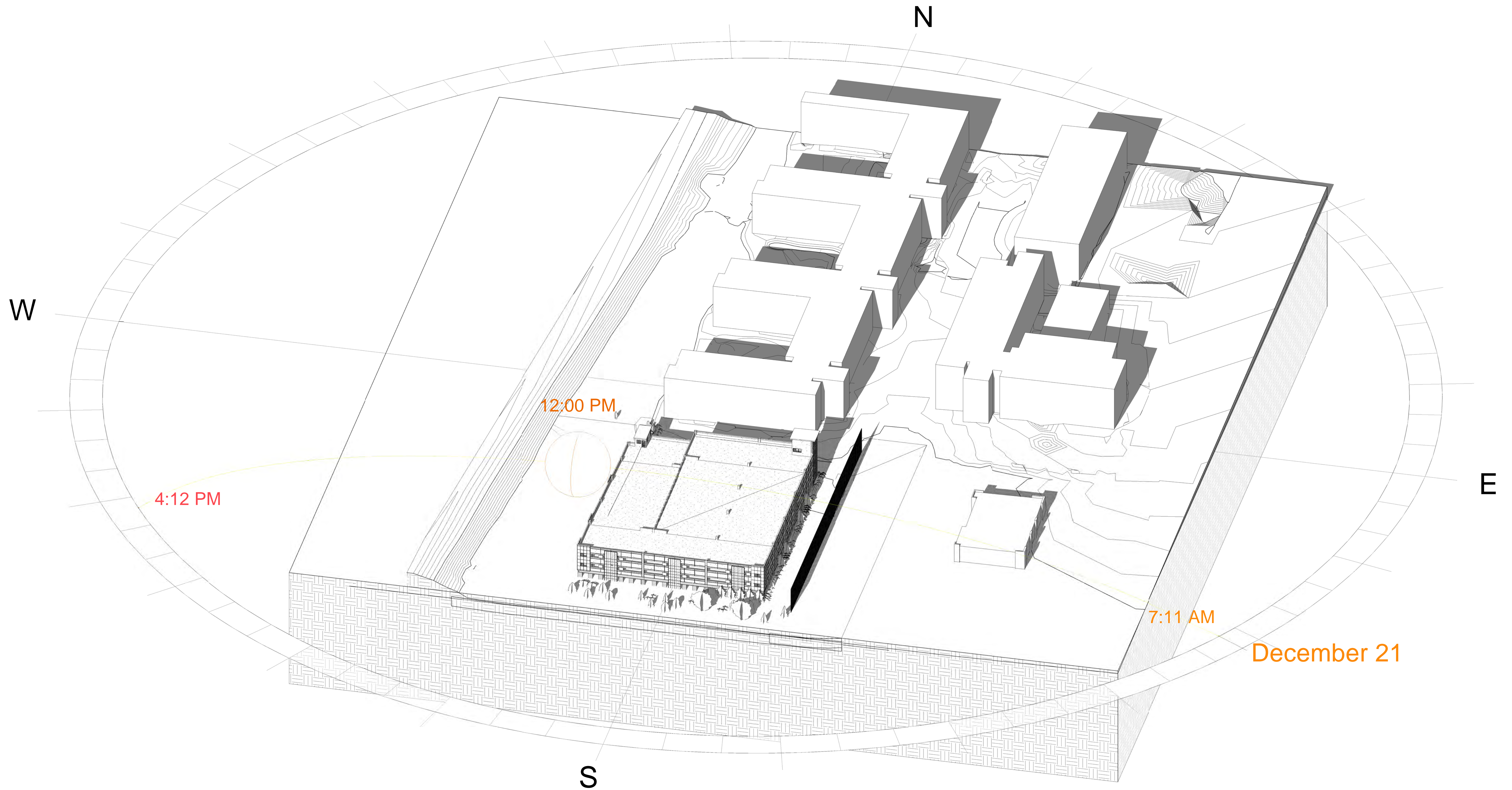
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Sun Shadow Study



Winter Solstice at 12pm-with 25ft Wall

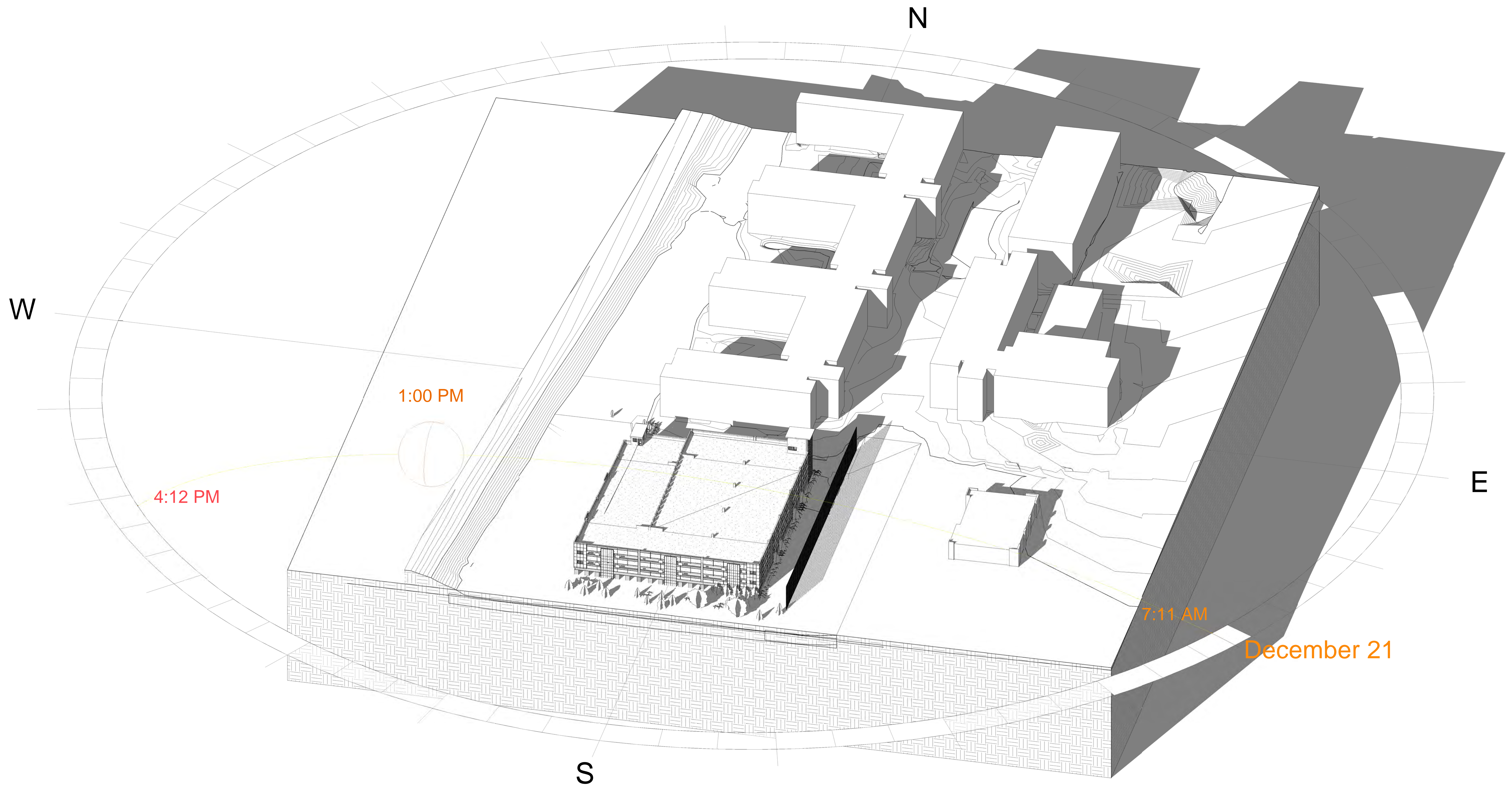
December 21, 2013 Winter Solstice

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Sun Shadow Study



Winter Solstice at 1pm-with 25ft Wall

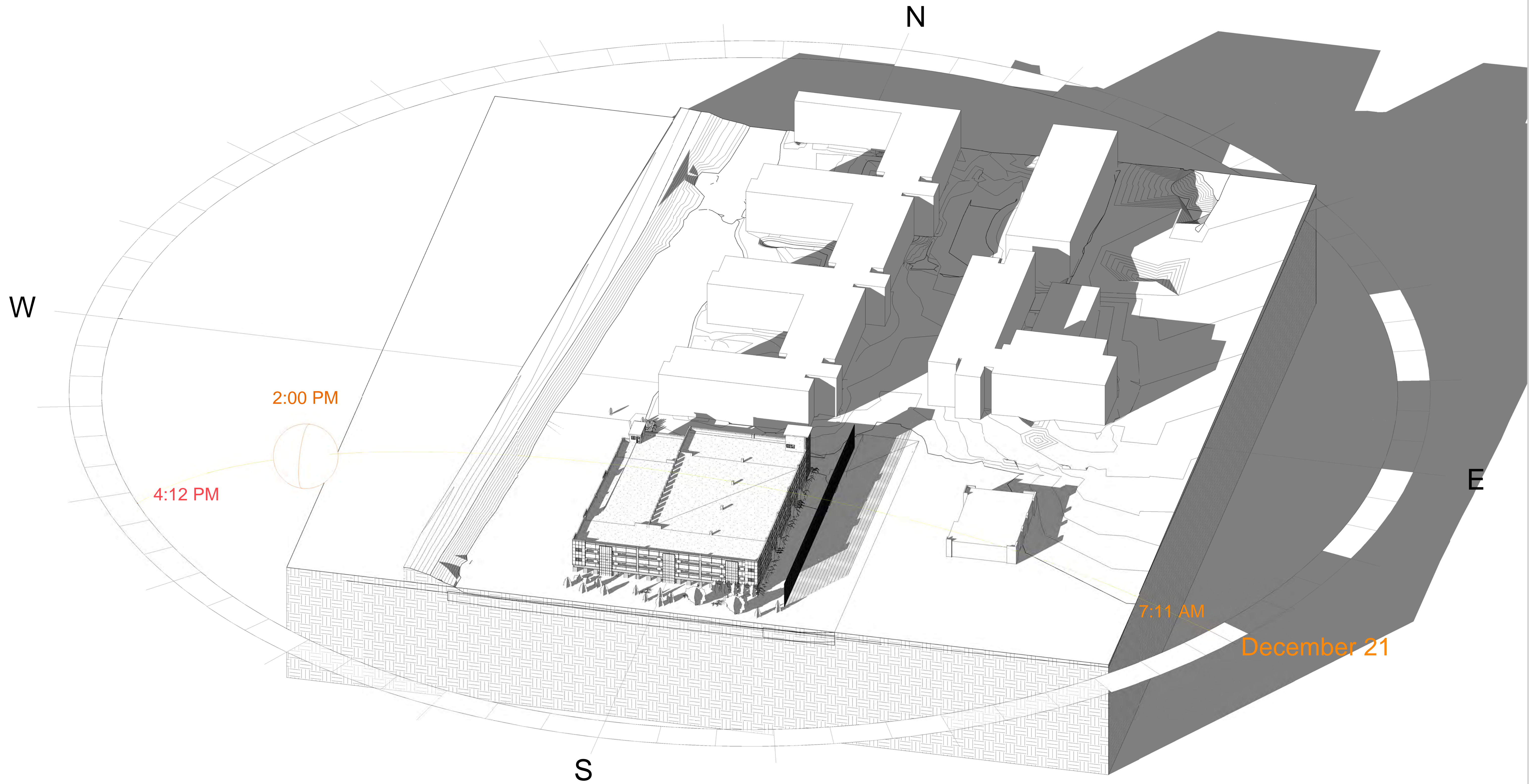
December 21, 2013 Winter Solstice

The Summit on College
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Sun Shadow Study



Winter Solstice at 2pm-with 25ft Wall

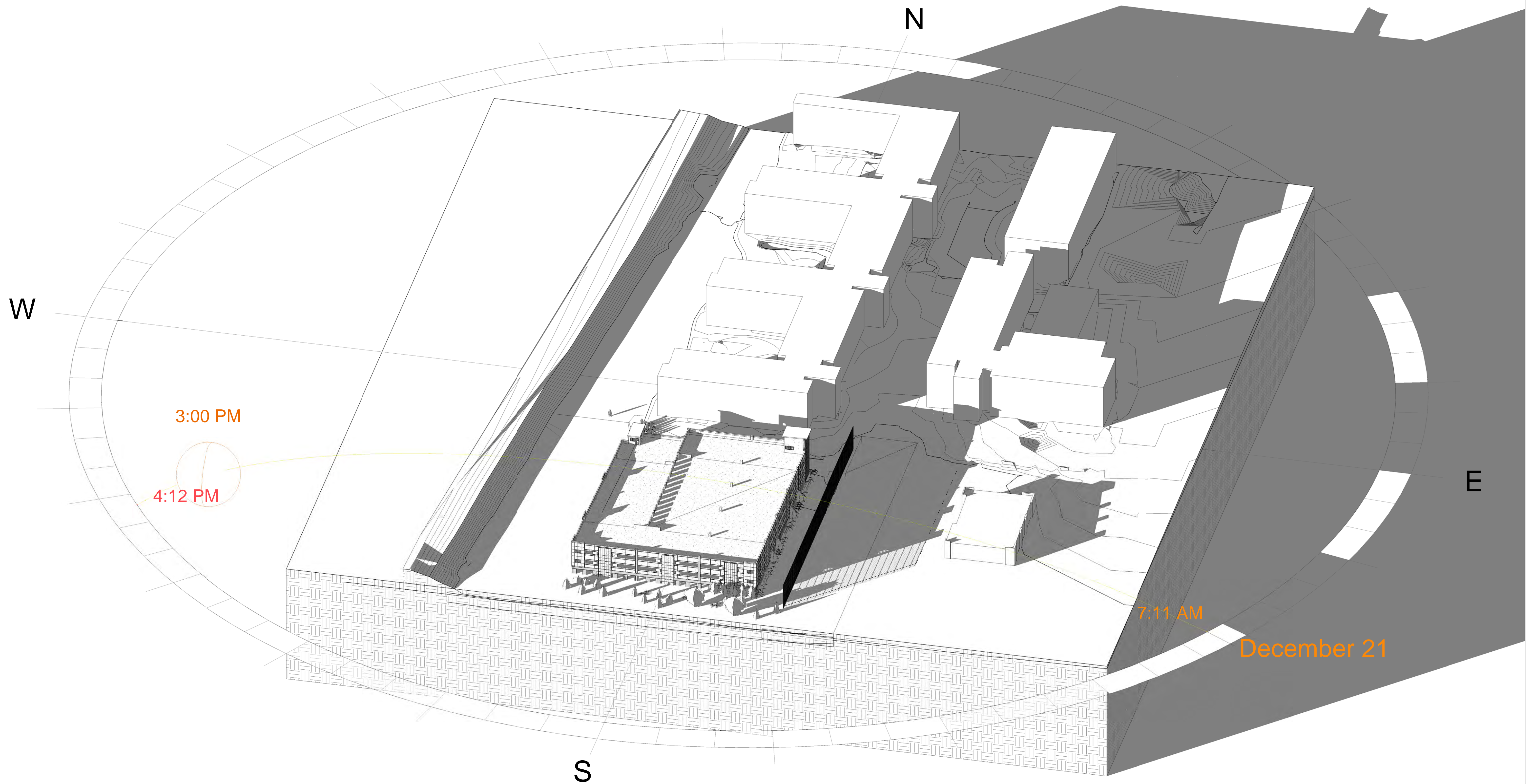
December 21, 2013 Winter Solstice

The Summit on College
Fort Collins, Colorado

03/03/14

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Sun Shadow Study



Winter Solstice at 3pm-with 25ft Wall

December 21, 2013 Winter Solstice

The Summit on College
Fort Collins, Colorado

03/03/14

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Revised for Clarification Purposes on 3/3/14

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 390 spaces were installed prior to the Project opening in fall of 2013. The existing bike racks on site are utilized at approximately 90% capacity.

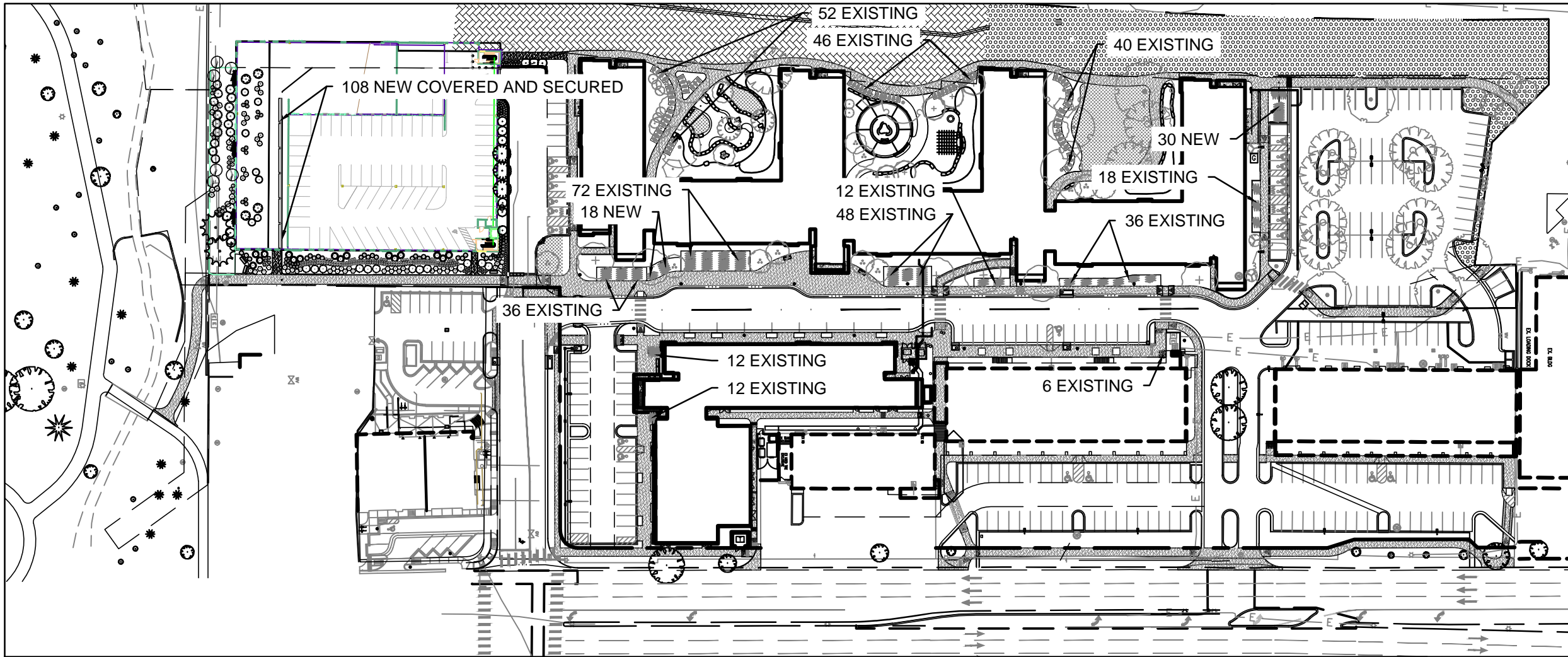
Currently, this project is applying for a Major Amendment to the approved FDP, to include an onsite parking garage. Between the time the project was originally approved and the Major Amendment was submitted, the City of Fort Collins LUC was updated to require, per section 3.2.2(C)(4)(b) one bike parking 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.

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 retrofit either the units or common areas. In order to provide alternate compliance, the developer proposes to add 150 additional bicycle rack spaces and to purchase 125 bike stands. The 150 added bike racks would be comprised of 48 new outdoor spaces provided around the perimeter of the existing building and another 102 added covered and secure spaces being added in the area indicated on the ground level of the parking deck (reference drawing A101 attached). There are limited areas around the perimeter of the existing building where added bike racks can be installed due to conflicts with existing utilities, access restrictions, and without removing significant amounts of landscaping, which provide both character and marketability to the facility. Additionally, we propose to purchase 125 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/secure bike storage in the parking deck and

the purchase of the stands for use in units would bring our total bike storage capacity to 665, which equals the number of beds available for tenants. Given that the current bike storage requirement was enacted after the approval of our development, the fact that we do not have adequate space around our existing building nor 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.

BIKE PARKING	EXISTING EXTERIOR	PROPOSED EXTERIOR	PROPOSED COVERED / ENCLOSED	TOTAL
LOT 1				
REQUIRED AT TIME OF FPD (10% OF TOTAL AUTO SPACES) PROVIDED	19			
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR) PROVIDED		198	295	493
		429	236	665
ENTIRE PROJECT (LOTS 1 AND 2)				
REQUIRED AT TIME OF MAJOR AMENDMENT (1 PER BEDROOM 60% ENCLOSED, 40% EXTERIOR) PROVIDED		266	399	665
		438	227	665





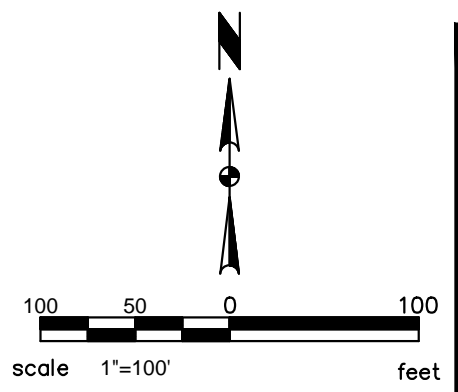
REVISIONS	
NO.	DESCRIPTION
BY	DATE
DRAWN	BW
CHECKED	BW
DESIGNED	BW
FILENAME	Summit garage LA
SUMMIT PARKING GARAGE MAJOR AMENDMENT	
BIKE PARKING PLAN	
 TST, INC. <small>CONSULTING ENGINEERS</small> <small>760 Whalers Way</small> <small>Building C, Suite 200</small> <small>Fort Collins, Colorado</small> <small>Phone: 970.226.0557</small> <small>Fax: 970.226.0204</small>	
JOB NO.	1209.0001.00
SCALE	1"=100'
DATE	FEB, 2014
SHEET	1 of 1



**RACKS TO BE PROVIDED TO RESIDENTS FREE OF CHARGE ON AN AS REQUESTED BASIS.
(DEPOSIT REQUIRED TO ENSURE RETURN)**

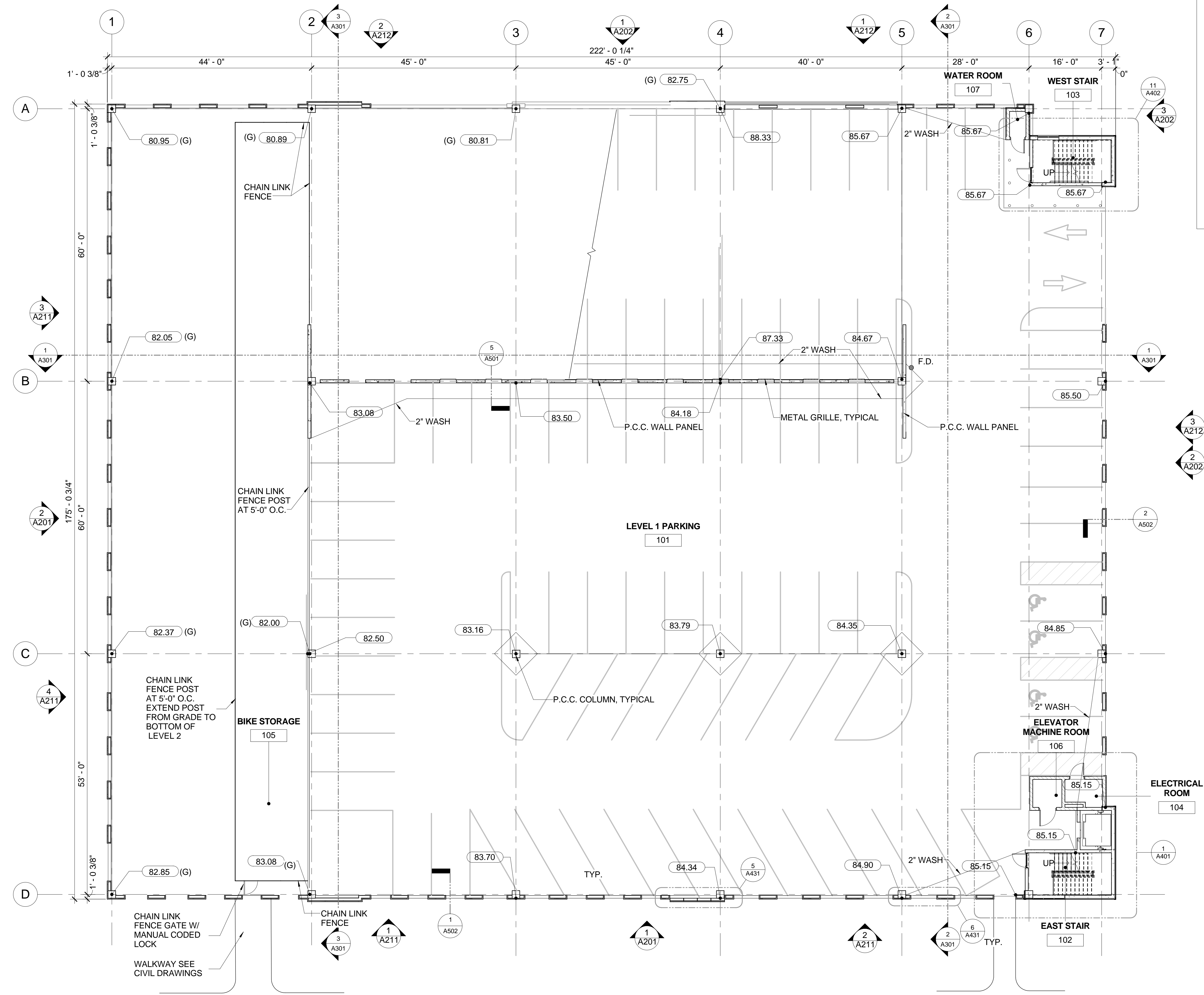
The Delta Manet 1 Bike Floor Stand (RS8500) is a simple solution for storing and parking your bicycle. No more leaning the bike against the wall where it can leave marks or potentially fall over. The Delta Manet bike parking rack holds one bicycle and accommodates any bike wheel size. Bike rack includes rubberized feet to protect floor surface. The perfect bike floor stand for use in the garage, basement, home, apartment, condominium, office, dorm room, porch etc. Dimensions: 16.5" x 9" x 14". Easy-to-follow Delta Manet assembly instructions manual included.

BIKE PARKING SUMMARY:
390 EXISTING OUTDOOR SPACES
48 NEW OUTDOOR SPACES
102 NEW COVERED AND SECURED SPACES
125 AVAILABLE IN ROOM STANDS
665 TOTAL BIKE PARKING SPACES



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.



1 LEVEL 1 FLOOR PLAN
A101 SCALE: 3/32" = 1'-0"

ISSUE		
NO.	DESCRIPTION	DATE

NO. DESCRIPTION DATE
DRAWING TITLE:
LEVEL 1 FLOOR PLAN

DRAWING NO:
A101

SCALE: As indicated
DATE: February 13, 2014
PROJECT NO: 60-13118

DES. CMMBT	DRWN. Author	CHKD. 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 85th percentile vehicle in the range of all cars, pickups, vans, sport utility and crossover vehicles from smallest (zero Percentile) to largest (100th 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

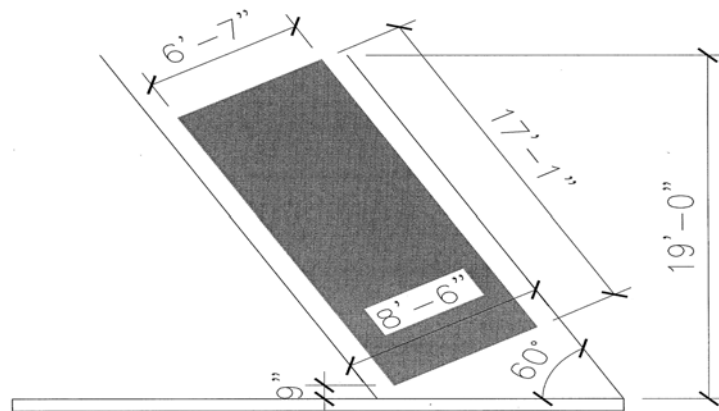
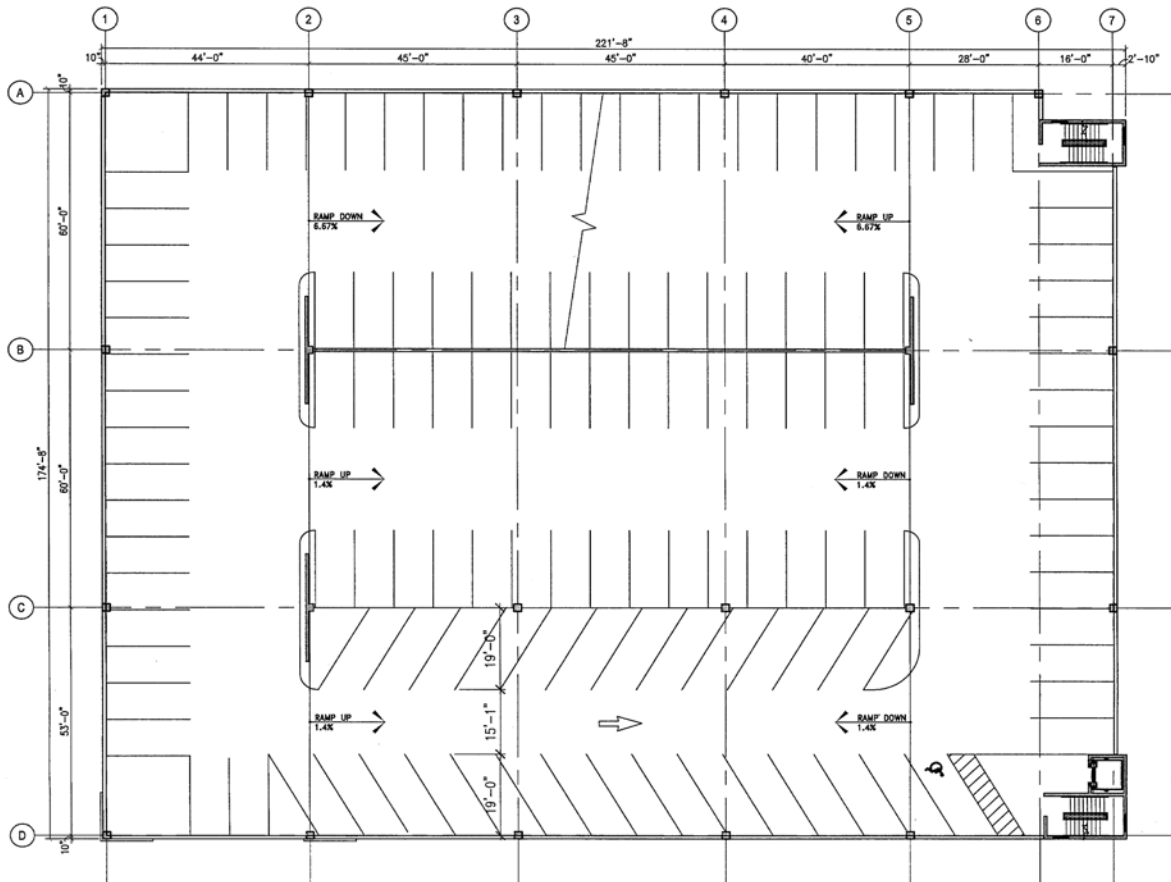
Level of Service A				Level of Service B			
Parking Angle	Vehicle Projection	Drive Aisle Width	Module Width	Parking Angle	Vehicle Projection	Drive Aisle Width	Module Width
45	17'-6"	14'-6"	49'-6"	45	17'-6"	13'-6"	48'-6"
50	18'-1"	14'-10"	51'-0"	50	18'-1"	13'-10"	50'-0"
55	18'-6"	15'-6"	52'-6"	55	18'-6"	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"

Source: Guidelines for Parking Geometrics, National Parking Association, 2011.

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 following 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

Ms. Selina Burridge
Parking and Access Control Supervisor
Children's Hospital Colorado
(720) 777-9775
Selina.Burridge@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.

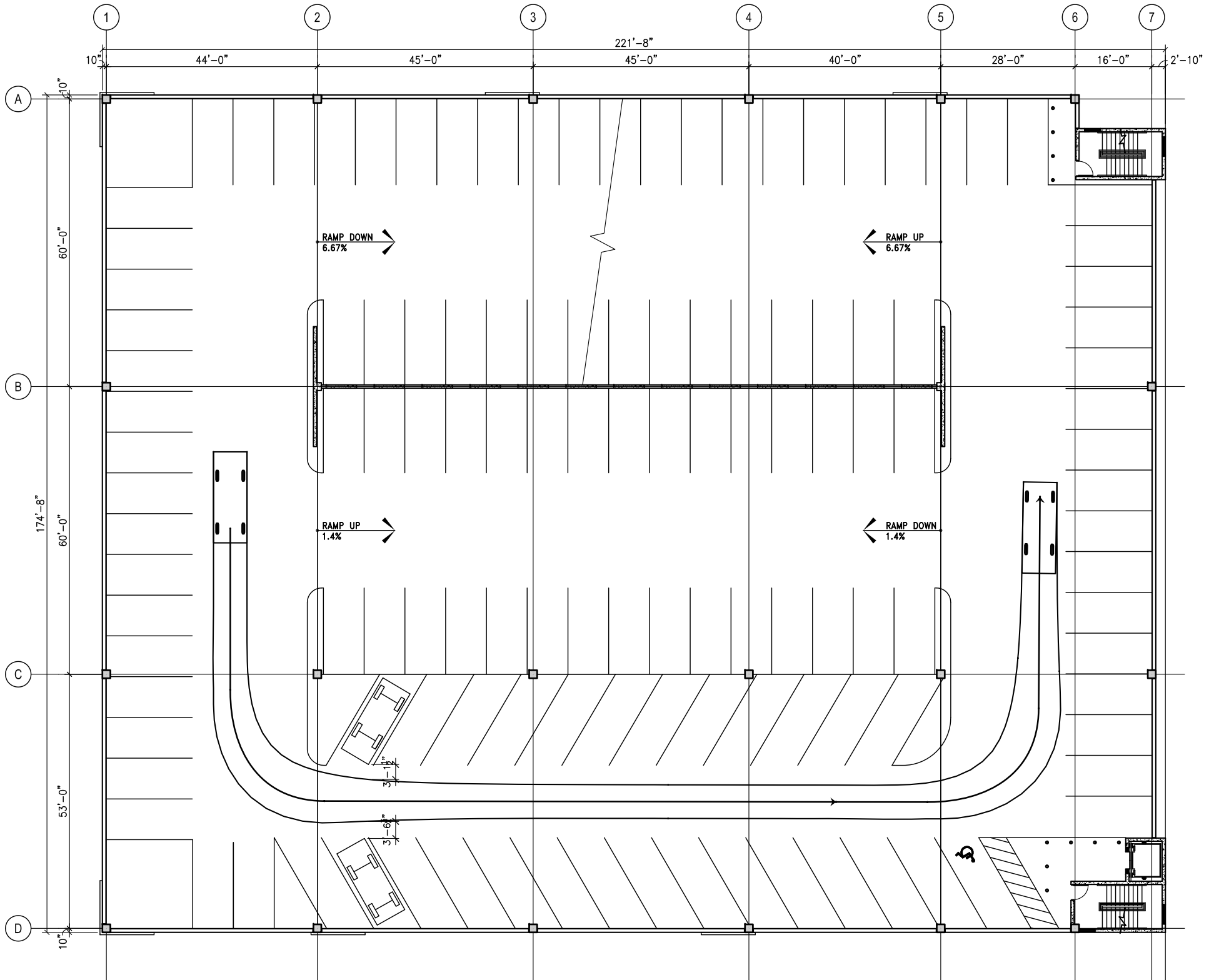
Respectfully submitted,
DESMAN Associates

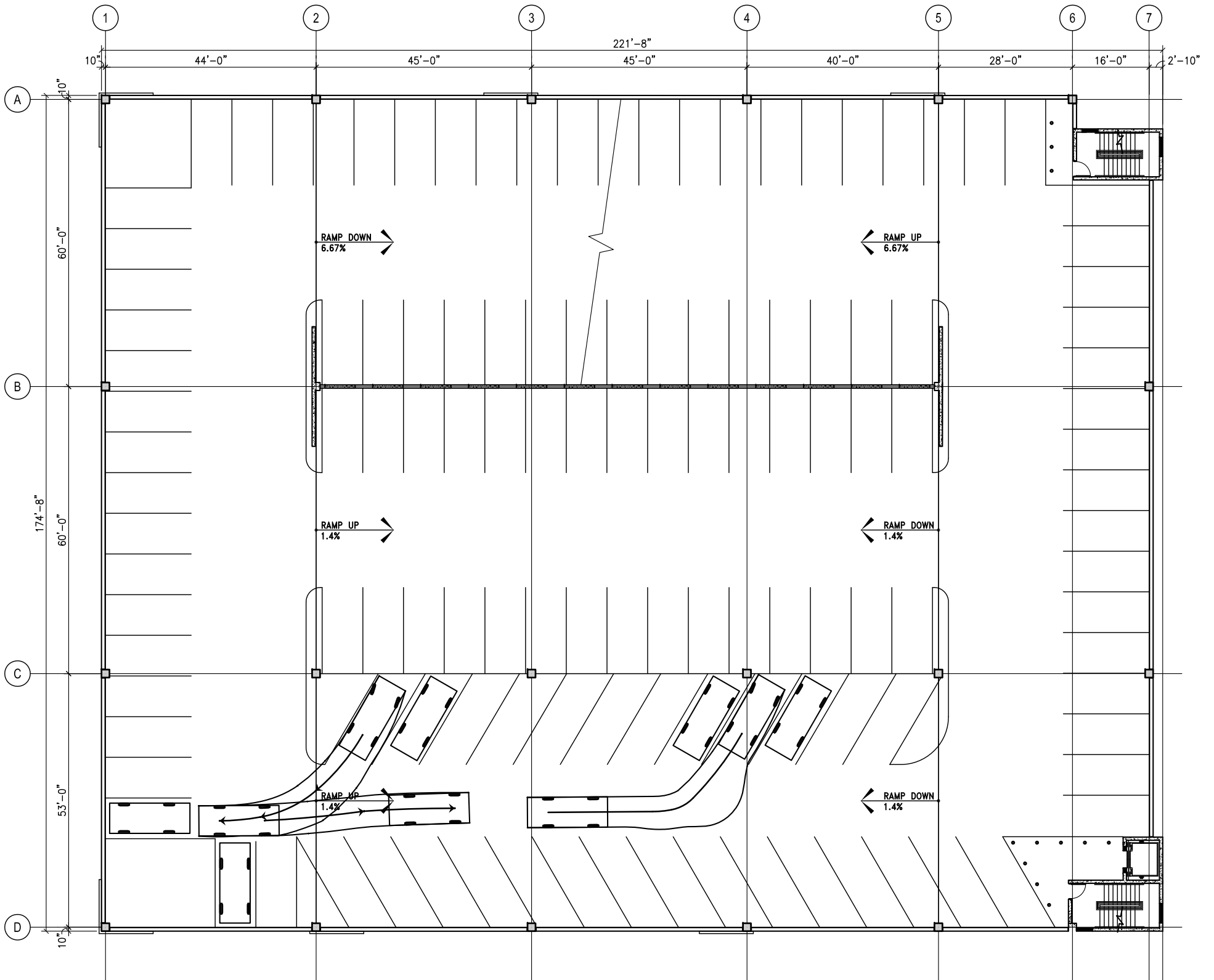


Scot D. Martin
Senior Parking Consultant



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.



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) 493-4394

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 ¹ ? 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 ⁱⁱ 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 ⁱⁱⁱ 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 ^{iv} 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 ^v 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

ⁱ *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.

ⁱⁱ *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.

ⁱⁱⁱ *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.

^{iv} *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).

^v *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



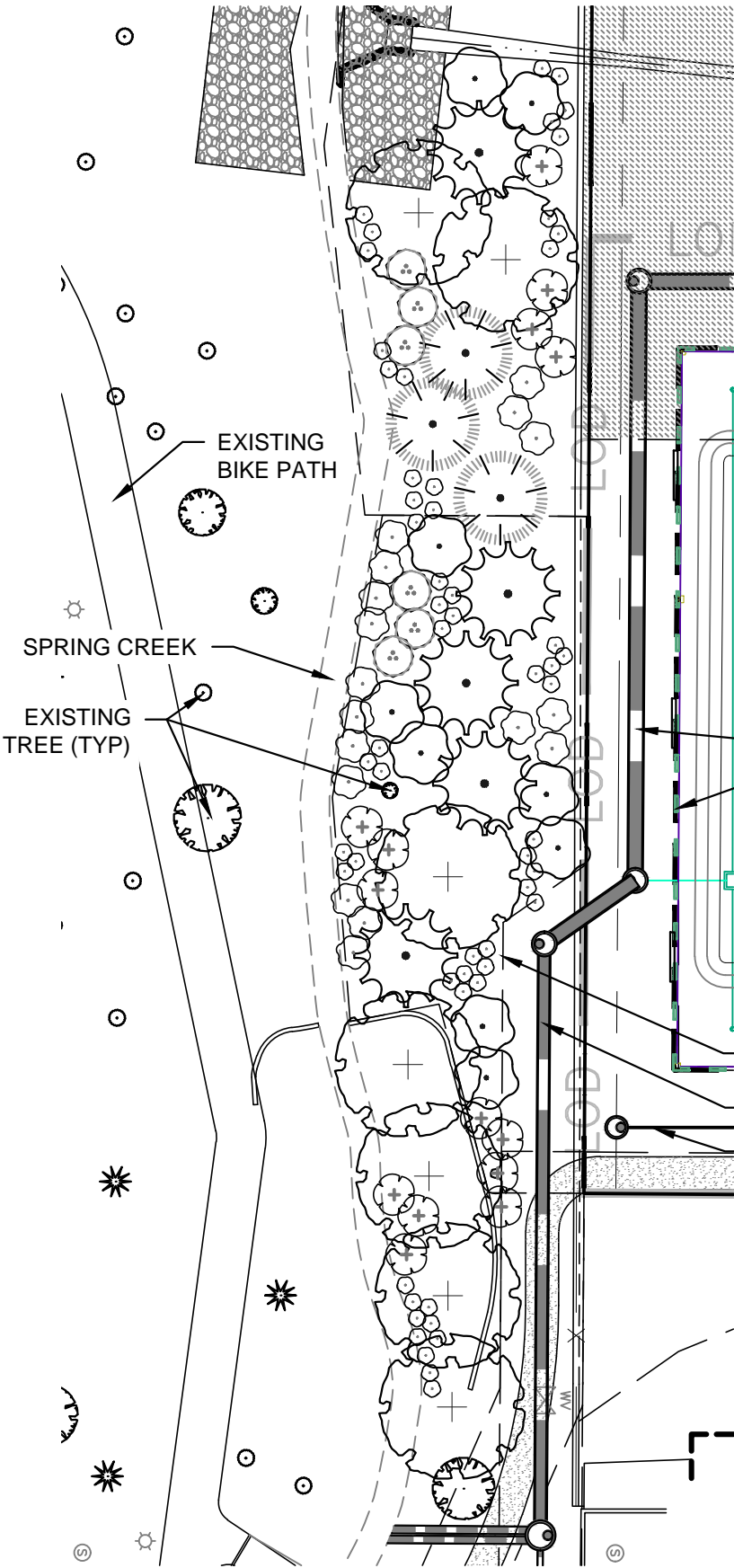
TST, INC. CONSULTING ENGINEERS



Summit Parking Garage Buffer Fee in Lieu Estimate

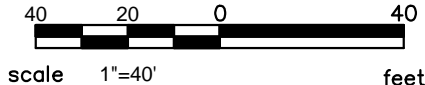
Section	Description	Unit	Unit Cost	Qty	Cost
1	Plantings				
	Evergreen Trees (8' Height)	EA	\$ 500.00	8	\$ 4,000.00
	Shade Trees (3" Caliper)	EA	\$ 450.00	7	\$ 3,150.00
	Ornamental Trees (2" Caliper)	EA	\$ 350.00	9	\$ 3,150.00
	Shrubs (5 Gallon)	EA	\$ 50.00	37	\$ 1,850.00
	Ornamental Grass	EA	\$ 15.00	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
2	Irrigation	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
				Grand Total	\$ 23,906.25

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

REALIGNED STORM PIPE
 EDGE OF PARKING GARAGE
 EXISTING STORM PIPE EASEMENT
 EXISTING STORM PIPE
 EXISTING SANITARY SEWER LINE



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



760 Whalers Way, Bldg C, Suite 200
 Fort Collins, Colorado
 Phone: 970.226.0557
 Fax: 970.226.0204

K:\1110\0000 Parking Garage\05 Drawings\Sheets LA\Summit garage Buffer



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.

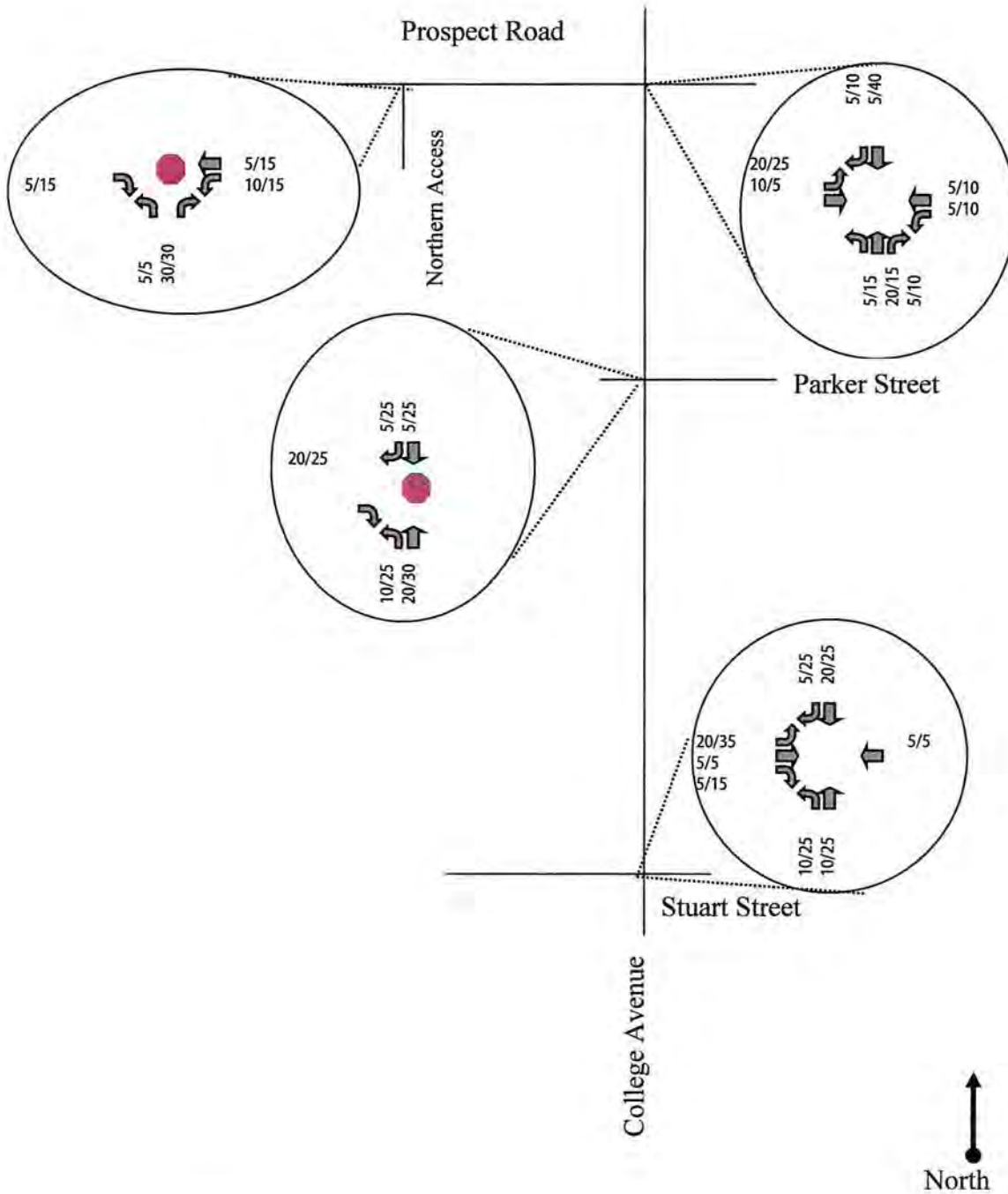


FIGURE 1: SITE DISTRIBUTED TRAFFIC (AM/PM)

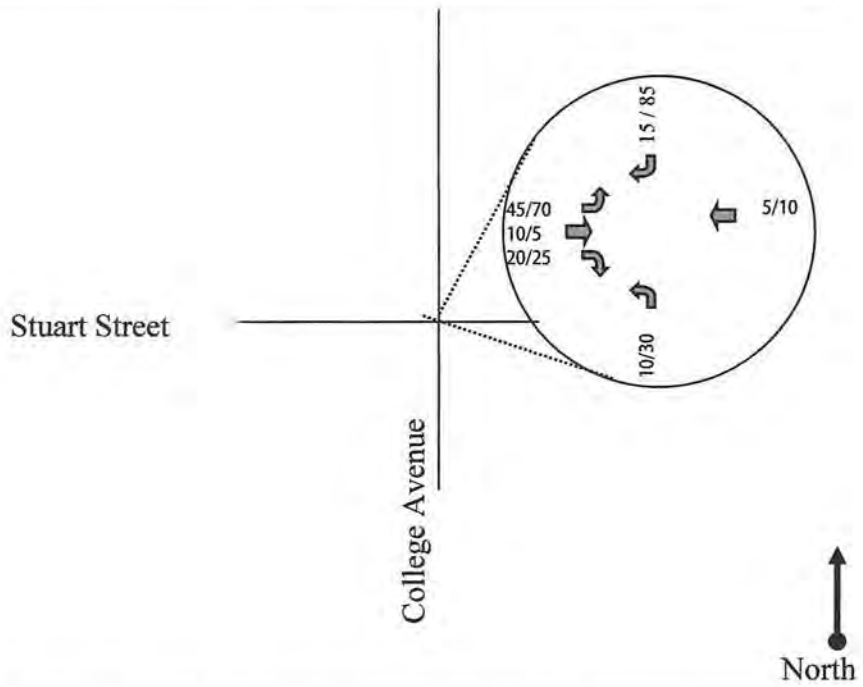


FIGURE 2: SITE DISTRIBUTED TRAFFIC @ COLLEGE/STUART (AM/PM)

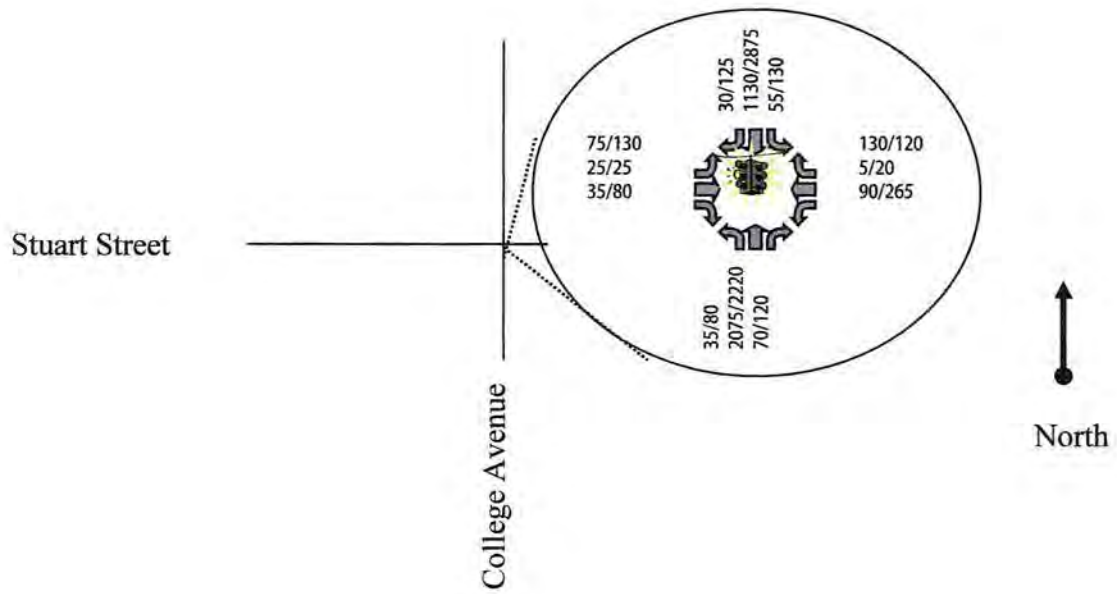
























FIGURE 3: REVISED YEAR 2028 TOTAL TRAFFIC (AM/PM)

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	
Frt	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		1	6	
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		1	6	
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												



140 Palmer Drive
T 970.226.6819

Fort Collins, CO 80525
C 970.222.7528

E lesterkaplan@comcast.net
F 970.207.9256

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

March 3, 2014

Ms. Karen Cumbo, Director
Planning, Development & Transportation
City of Fort Collins
281 N. College Avenue, Suite 100
P.O. Box 580
Fort Collins, CO 80522

RE: The Summit on College - Proposed Major Amendment for Parking Structure
Response to Letter from Les Kaplan dated January 8, 2014

Ms. Cumbo:

My company, Capstone Development Corp. (Capstone), was recently provided a copy of the letter sent to you by a neighboring property owner of our student apartment community, The Summit. Les Kaplan of IMAGO Enterprises, Inc., authored the letter addressed to you and dated January 8, 2014, expressing concern and opposition to Capstone's proposed parking structure and the City's formal Major Amendment process for the review of said structure.

Capstone met with Mr. Kaplan several months ago to inform and update him on our efforts to address the parking challenges at The Summit, which have spilled over and have impacted neighboring properties in the area, and our decision to pursue an approval for the parking structure. Unfortunately, he disagrees with our decision and initiative to solve this problem. This letter is intended to respond to the issues raised by Mr. Kaplan in his letter.

The Summit Design & Approvals

- The completed elevations of The Summit are nearly identical in mass, scale and architectural appearance to the photosimulation elevations used for our initial PDP submittal in October of 2008 (see attached for photosimulation images as well as completed project photos). While some may not be fond of the more modern design of The Summit, the elevations were created by a nationally acclaimed, award winning architect and presented and approved by the City of Fort Collins through the planning process, including public hearings before both the City Council and the URA Board.
- The design of The Summit was consistent with the existing zoning and regulations for the sites on which it was developed, including the City's Land Use Code (LUC) requirements, and therefore no rezoning was required for development of the project. As such, review by the Planning and Zoning Board review was not necessary or applicable.
- As the City's URA staff can attest, The Summit has proven to be a catalyst for redevelopment in the area, as several new projects and renovations commenced immediately following the City approvals, including Mr. Kaplan's adjacent Maytag Building acquisition and renovation (now the Subway-anchored retail building at 1801 S. College Ave.), Mr. Kaplan's acquisition of the Chuck E. Cheese/ Harbor Freight building to the immediate north of the Choice Center, and the renovation of the Choice Center by the Johnson family. The Summit has already had a significant transformative impact on the high traffic corner of Prospect Road and College Avenue in just its first half-year of operations, and this trend is expected to continue.

- The Midtown Plan and Transit Oriented Development (TOD) overlay zone encourage densification around and near the planned Mason Corridor MAX Transit system stops. The Summit was designed and developed in accordance with these planning objectives and, furthermore, College Avenue is a more sensible location for this type of dense student housing than the more residential-oriented neighborhoods surrounding CSU.
- At the final November 5, 2013 URA Board public hearing regarding the approval of the TIF, Capstone explained that the gap financing provided by the URA was needed to make The Summit project financeable. Had CSU continued to allow commuters (i.e., Summit residents) to use designated commuter lots for storage parking as anticipated, Capstone would not be forced to build a parking structure for this project. However, to protect the over \$40 Million already invested in The Summit by Capstone, its debt lender, its equity partners and The City of Fort Collins, Capstone has no choice but to undertake the construction of the parking structure to ensure The Summit is a marketable and leasable for years to come. As you are aware, Capstone is not requesting additional TIF funds for the parking structure.

Summit Parking Structure Design & Entitlements

- Entitlements
 - Consistent with the LUC, multiple planners at the City have determined that the Major Amendment process is the appropriate format for approval of the additional parking for The Summit. As part of the submittal, the City has required an update to the existing traffic study, as well as a shadow impact study, both of which we have had performed and provided to the City staff.
 - While The Summit met the LUC parking requirements at the time of approval, the addition of the parking structure will actually bring The Summit into compliance with the City's recently adopted (Fall of 2013) minimum required parking ratio to bedrooms in the LUC for TODs.
 - The Summit's original plan for parking was to build as much surface parking as possible on-site, with the expectation and understanding that additional "storage" parking would be available for residents, as needed, on the CSU campus. However, because this storage parking on the CSU campus will no longer be available for Summit residents, in the absence of other viable options we have determined it is necessary, even though it is painful economically, to add this storage parking on site, and the only way to do this is with the proposed parking structure.
 - The Summit remains a proximate, walkable/ bikable location to campus, and eventually the MAX transit system. The mass and density of the existing building and the proposed parking structure are consistent with the Midtown Plan and the LUC governing TOD's locally, and also TOD's nationally.
- Design/ Appearance
 - While the proposed parking structure is a multi-story structure, it is consistent with more dense, TOD developments anticipated by the Midtown Plan.
 - Capstone understands that, being the property between Mr. Kaplan's property and the MAX transit system, the parking structure would hamper Mr. Kaplan's property's view to the MAX and the mountains beyond -- an unintended consequence of the densification near MAX stations that the Midtown Plan encourages. That said, subject to the review and approval by the City, Capstone is willing to accommodate Mr. Kaplan and his 1801 retail tenants by

allowing them to install signage on the west elevation of our proposed parking structure, to allow their signage to be visible from the MAX BRT line..

- Residents of The Summit are anticipated to be regular MAX users from Day 1 of its operations. The parking structure is intended to provide storage parking for residents of The Summit, but we fully expect most of our residents will use their automobiles less and less once the MAX is operational later this spring.
- The existing four or so parking spaces along W. Stuart St. are open to the public and are probably used often, though not exclusively, by The Summit residents who do not have enough storage parking on site. Providing storage parking in our new parking structure for these residents should increase the availability of the Stuart St. parking for retail customers, helping to mitigate parking constraints in that area.
- The traffic study performed by Ward Stanford does not recommend eliminating these on-street parking spaces.
- The traffic study performed by Ward Stanford indicates that, due to its location and proximity to MAX, this parking structure will be used predominantly for automobile storage parking. As such, Stuart St. should not be impacted beyond its current capacity, nor will the additional cars parked on site impact peak daily traffic, especially once the MAX system is operational.

Parking Demand & Shortfall

- At the time of The Summit's approval, there was no minimum parking requirement. Instead, it was Capstone that recognized that students in Fort Collins continue to bring cars to school and need storage parking for their vehicles (even with MAX operational). Recognizing there was not adequate land on site to accommodate the surface parking needs of residents, City leaders at the time helped bring the former CSU Administration and Capstone together to discuss the arrangement for The Summit residents to utilize on-campus commuter lots to help address the parking need. Unfortunately, a short time before the scheduled student move-in, CSU indicated its parking policies were changing and the University would not be able to accommodate storage commuter parking by Summit residents on the campus beyond the initial operating year of The Summit. This situation left Capstone scrambling for alternative parking arrangements on both a short-term and long-term basis.
- After discussions over several months with CSU, City staff, landowners, churches, retailers with large unused parking areas, and brokers in the area, Capstone concluded providing a permanent and marketable off-site storage option within walking distance or in an acceptable location along the Max Transit system -- for as many as 400 residents annually -- would not be feasible or viable. As such, Capstone has elected to proceed with providing the storage parking on site. Capstone appreciates Mr. Kaplan's mention of his control of more than 450 parking spaces along the Midtown Corridor, and we are pursuing discussions with him regarding the terms under which he would lease such spaces to The Summit on a long-term basis. This did not come up at Capstone's prior meeting with Mr. Kaplan and he has previously stated that he would not allow residents of The Summit to use parking spaces at the adjacent site he controls. Regardless, Capstone believes that such discussions would only provide a short-term fix, as has been the case with our discussions with other property owners in the area. Conversely, the on-site parking structure will provide a permanent solution to this challenge, and permanently address a neighborhood-wide issue.
- The impending opening of the MAX Transit system will help reduce the need for daily automobile trips, but the need for longer term vehicular storage is still necessary. A recent survey of Summit residents indicates approximately 75% of our residents have cars at school and need parking. Not including

handicapped spaces, the proposed parking structure will bring the total parking-to-bed percentage at The Summit to 75%, allowing 69% for residents and 5% for guests.

- Capstone is working with another neighboring property owner to amend the easement for the bike path to Prospect to allow for a slight reconfiguration of the pathway (in an effort to minimize the impact on said neighbor's existing parking). The neighboring property owner is working with his lenders to obtain approval, which is reported to be imminent, and we anticipate beginning construction of this pathway this spring. Capstone believes this pathway will encourage bike/pedestrian traffic flow, but vehicle storage will still be needed.

In closing, Capstone wishes to reiterate that the decision to spend over \$6 Million for an on-site parking structure has not been made lightly. Leasing activity has been very slow for Year 2 thus far. The renewal percentage is extremely low for a second operational year, and we are behind in the number of new leases compared to last year at this time. The feedback from current residents not renewing is that the lack of resident and guest parking is the main reason (also evidenced in articles in The Coloradoan and the CSU paper). Given that a leasing shortfall could produce deficits in the millions in a single operating year, Capstone does not have the luxury to sit and wait to see what will happen in this and the coming leasing cycles. The need for storage parking is supported by resident feedback as well as the City's adoption of recent parking minimums in the LUC for TOD projects. The need to act expeditiously is evident.

Capstone hopes this letter provides the City with additional background, insight and understanding of the issues at hand. Capstone looks forward to solving the parking deficiency at The Summit, to reduce pressure on the surrounding merchants and residential neighborhoods.

Sincerely,
Capstone Development Corp,

Jeff

L. Jeff Jones
Executive Vice President