



Please complete reverse side

Applicant Questions

Please list any specific questions that you would like to have addressed during the Preliminary Design Review.

1. As you'll see we have two options for the site plan. Option 1 has all the buildings on the north parcels and the parking needs are handled by spaces on both the north and south parcels. Option 2 shows one of the buildings on the south parcel and the parking for each building is handled with the spaces directly adjacent to the buildings. The questions regarding these options are:
 - a. Can the URA be extended to the south parcel?
 - b. Which option would be more desirable from an environmental perspective as it pertains to the development on the south parcel and any perceived impacts on the Gustav Swanson Natural Area?
2. What are the requirements for pedestrian crossings between parcels for both options?
3. What are the setback requirements from the Gustav Swanson Natural Area? It is our understanding there may be as much as a 100 to 300 foot buffer required, which would render this parcel undevelopable and I don't think that is what either of us want.
4. What development improvements are allowed in the buffer space identified above?
5. Is infiltration going to be an allowable option for the storm water requirements for the site? What standards and conditions would apply?
6. We'd like to understand, from the City's perspective, the options and trade-off allowed for the Lake Canal ditch buffer on the north parcel. It is important to pin this down so we know what boundaries we have to work with for the footprint of the buildings.
7. Can we use the existing water taps that exist on the north and south parcels and can we get credit for them when we apply for new taps?
8. There is a high power transmission line that just crosses the southern parcel. Are there any setbacks from the towers or any other issues we need to address for this utility?
9. We would like a simple summary statement to confirm our understandings of the floodplain issues affecting the site under the revised FEMA designations.
10. We would like to get confirmation that Vine Drive can and will be down graded to something less than an Arterial and what we need to do to have that implemented concurrent with our development.

City of Fort Collins Current Planning Department

281 North College Avenue • P.O. Box 580 • Fort Collins, CO • 80522
Phone: 970-221-6750 • Fax: 970-416-2020 • E-mail: cplanning@fcgov.com

Project Description Narrative – Supplement to the Preliminary Design Review Application

- **Describe the site circulation, parking and design, drainage, architecture, and proposed land use(s).**

The project, identified as *Inverness Innovation Park*, will occupy land on both the north and south sides of East Vine Drive, between Jerome Street to the west and Redwood Street to the east. The project consists of four 4-story buildings. Otter Products, LLC (more commonly known as Otterbox) will be consolidating their current office and warehouse space to a single building consisting of 25,000 SF of office and 30,000 SF of warehouse functions at the western end of the north parcel. The historic Inverness Stock Farm home is located on this portion of the property. This home will be renovated as office space to complement and work in harmony with the Otterbox building. The Rocky Mountain Innovation Initiative (RMI2) will also consolidate multiple sites from within the City's owned buildings to a single office and lab space building of approximately 30,000 SF. The third and fourth buildings will be speculative office space of 47,000 to 50,000 SF. As you'll notice we have two site plans that each address the RMI2 and Speculative Office buildings differently. Option 1 has all the buildings on the north parcels and the parking needs are handled by spaces located on both the north and south parcels. Option 2 shows the RMI2 building on the south parcel and the parking for each building is handled with the spaces directly adjacent to the buildings. The decision on which to use will depend on questions regarding the URA boundaries and buffer requirements from the Gustav Swanson Natural Area. The answer to our questions on the "Preliminary Design Review Application" will determine which option is most viable.

The project's primary access will be off the existing East Vine Drive for both the north and south parcels. There is a secondary access off Jerome for the west end of the development that will serve the Otterbox office space and provide access to the existing house. With the existing Vine Drive being relocated to the north at a future date we anticipate the traffic flow for this section of Vine Drive will be substantially reduced. The enclosed traffic report was prepared by ELB Engineering to address this issue and the overall traffic requirements for the project.

Parking is distributed throughout the project with an attempt to screen it from the street by the buildings where possible. Truck loading and service vehicle needs are located at the back of the site, again in an effort to screen them from the street.

The site presents several challenges related to drainage and storm water management. Storm water discharge from the site is intercepted by the Coy Ditch system before it is able to enter the Cache La Poudre River. The Coy is located within the Gustav Swanson Natural Area just south of the project site. All indications are that the ditch does not have capacity to receive additional discharges. Several alternatives have been investigated to deal with this complication. The preferred alternative at this time is to design and construct infiltration systems throughout the project. The infiltration systems may consist of infiltration ponds, porous paving, bioswales and underground infiltration storage systems. The results of a preliminary geotechnical investigation (including test borings and infiltrometer tests) are included. Additionally, a small portion of the site is located within the Cache La Poudre regulatory floodplain.

The architecture will be modern industrial to highlight the culture of high tech users. Sustainable design practices will be explored and implemented. Exterior materials will include a combination of stucco, metal siding and composite panels. Aluminum storefront

Project Description Narrative

windows and doors will be used on the main level and metal clad windows used for the upper levels. .

- **What improvements and uses currently exist on the property?**

The parcels have some existing buildings in various states of repair. The western portion of the north parcel has the old Inverness Stock Farm house and an outbuilding that functions mostly as storage and garage space. The eastern portion of the north parcel has some industrial buildings which are being leased out. The southern parcel has an existing home, which is also being leased. All the buildings with the exception of the Inverness Stock Farm and possibly its outbuilding will be demolished and removed from the site prior to construction of the proposed buildings. The leases all have exit clauses that allow us to have them vacated when we need to have them removed.

- **Explain how your proposal is compatible with the surrounding area.**

This portion of East Vine Drive is commercial and industrial in character. The north property is in the North College Urban Renewal Area and the south property is in the Downtown Development Authority. The proposed development will enhance the neighborhood by bringing new development to this portion of town. It will be one of the first recipients of tax increment financing, which will generate funds for future projects as this portion of town revitalizes itself. This entire area is being revamped and this project will be a catalyst for other developments along North College Avenue to come forward.

The Old Town North (OTN) residential development to the north will be separated from this project by the Lake Canal ditch and the OTN detention and open space areas. The office uses of this project will allow for people living in OTN and working in one of these buildings to easily walk or bike to work.

To the south of this project lie the railroad R.O.W., Coy Ditch, and the Gustav Swanson open space. The proposed commercial uses of this development are most appropriate to help buffer the railroad noise from the OTN residence. It also provides an excellent barrier to potential pedestrian traffic in the Gustav Swanson open space, which in this location is predominately wetland.

Property directly east of this project consists of abandoned CDOT property and east of Redwood Street is the Larimer County vehicle maintenance facility. To the west are miscellaneous commercial uses that with redevelopment of the area will be upgraded to stringent building codes or torn down due to the Poudre River floodway boundaries.

- **Are there any unusual factors and/or characteristics that may restrict or affect your development?**

There are several unique and unusual factors that make this property particularly challenging to develop.

1. The majority of the northern property lies in the Poudre River 500 year floodplain. A small portion, which contains the Inverness Stock Farm house, is in the 100 year floodplain. The entire southern property is in the 100 year floodplain.

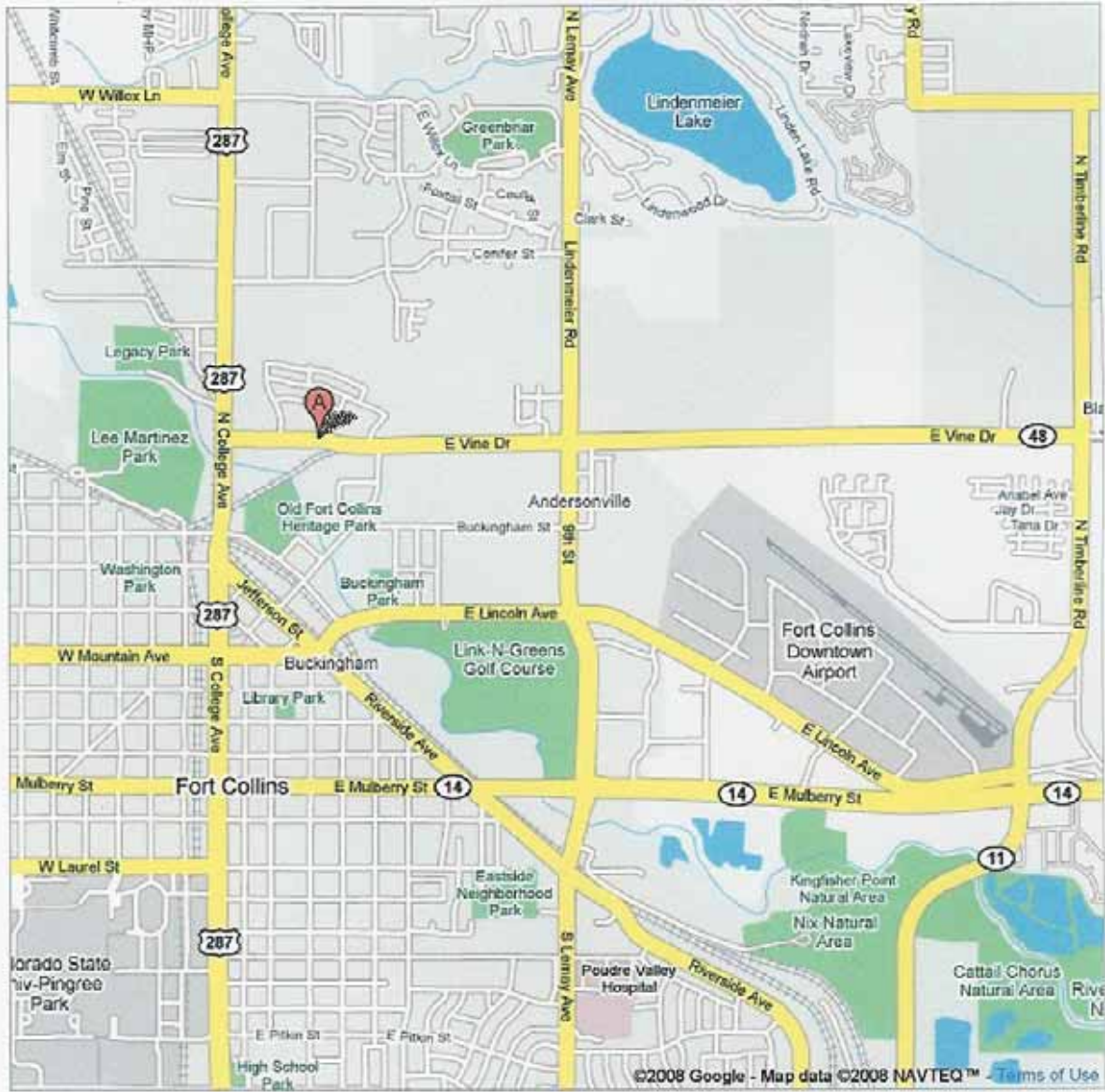
Project Description Narrative

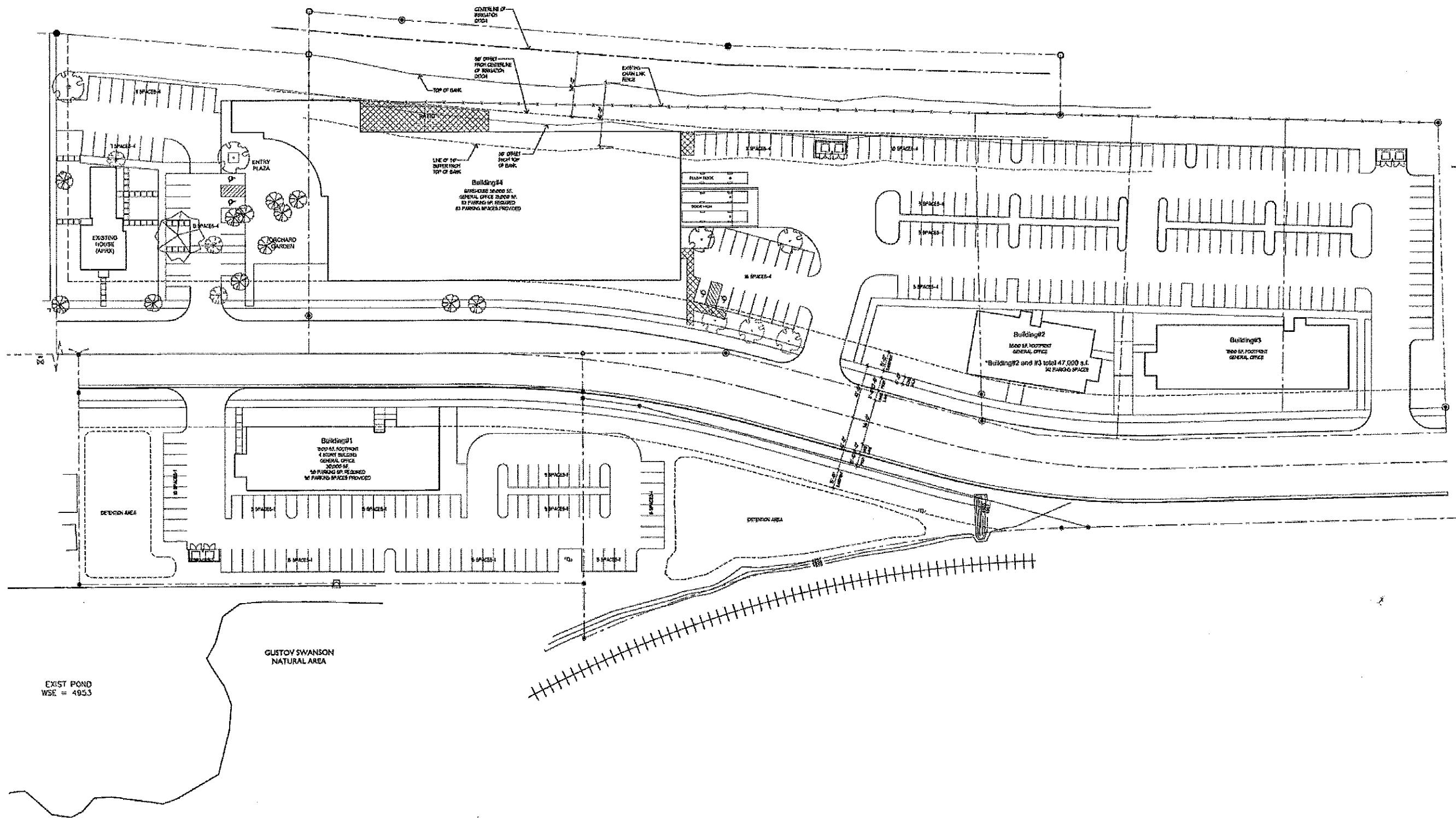
2. The Lake Canal ditch bounds the northern property line of the northern parcel. Particular care will be taken to protect the large stand of trees and wild life that exists in this area. The buffer from this ditch is not fully defined. We have been given a 50 foot requirement from the “top of the ditch bank” as the basis from the City and after speaking to Don Magnuson with The Cache La Poudre Irrigation Company (CLPIC) it appears their buffer requirement is 50 feet from the “centerline of the ditch”. The site plans show these buffer limits and where our buildings and parking cross over into them. This is obviously an important parameter and a difficult one for the site design considering the narrowness of the site. We have had discussion with Dana Leavitt that possibly the drip line of the trees may be a more logical determinate, and the fact that the current uses have not respected the 50 foot setback from the top of the ditch bank for as long time as it exists. Dana has indicated we have options that include working with Tim Buchanan on selectively pruning or removing some of the trees and possibly filling in with some low understory shrubbery. We have made arrangements with CLPIC to present our plans to their board on September 9th.
3. The southern parcel is bounded on the south by the railroad R.O.W, the Coy Ditch, and the Gustav Swanson open space. This area too may have some environmental conditions we have to consider.
4. There are high power transmission lines that are located on the southern property.
5. The old Inverness Stock Farm house is located on the western portion of the northern property. Our project will respect the historic significance of this home and property. The office building will be designed to respect the integrity of the farm house so it supports the new life of this historic structure.
6. Vine Drive will be realigned to the north in the future, leaving the existing road to serve the properties immediately to the east of College Avenue. There appears to be some debate about what the classification of that street will be once the majority of the traffic is re-routed to the new location north of the Old Town North residential neighborhood.



Address **400 E Vine Dr**
Fort Collins, CO 80524

Vicinity Map





pre view
 ARCHITECTURE + PLANNING, L.L.C.
 204 Walnut Street - Suite A - Fort Collins - Colorado - 80526
 Ph: 970.493.3391
 www.previewwp.com
 colorado@previewwp.com

PROJECT: **EAST VINE**
 FORT COLLINS, COLORADO
 CLIENT: **URBAN DEVELOPMENT PARTNERS**
 FORT COLLINS, COLORADO

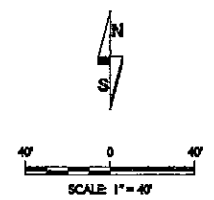
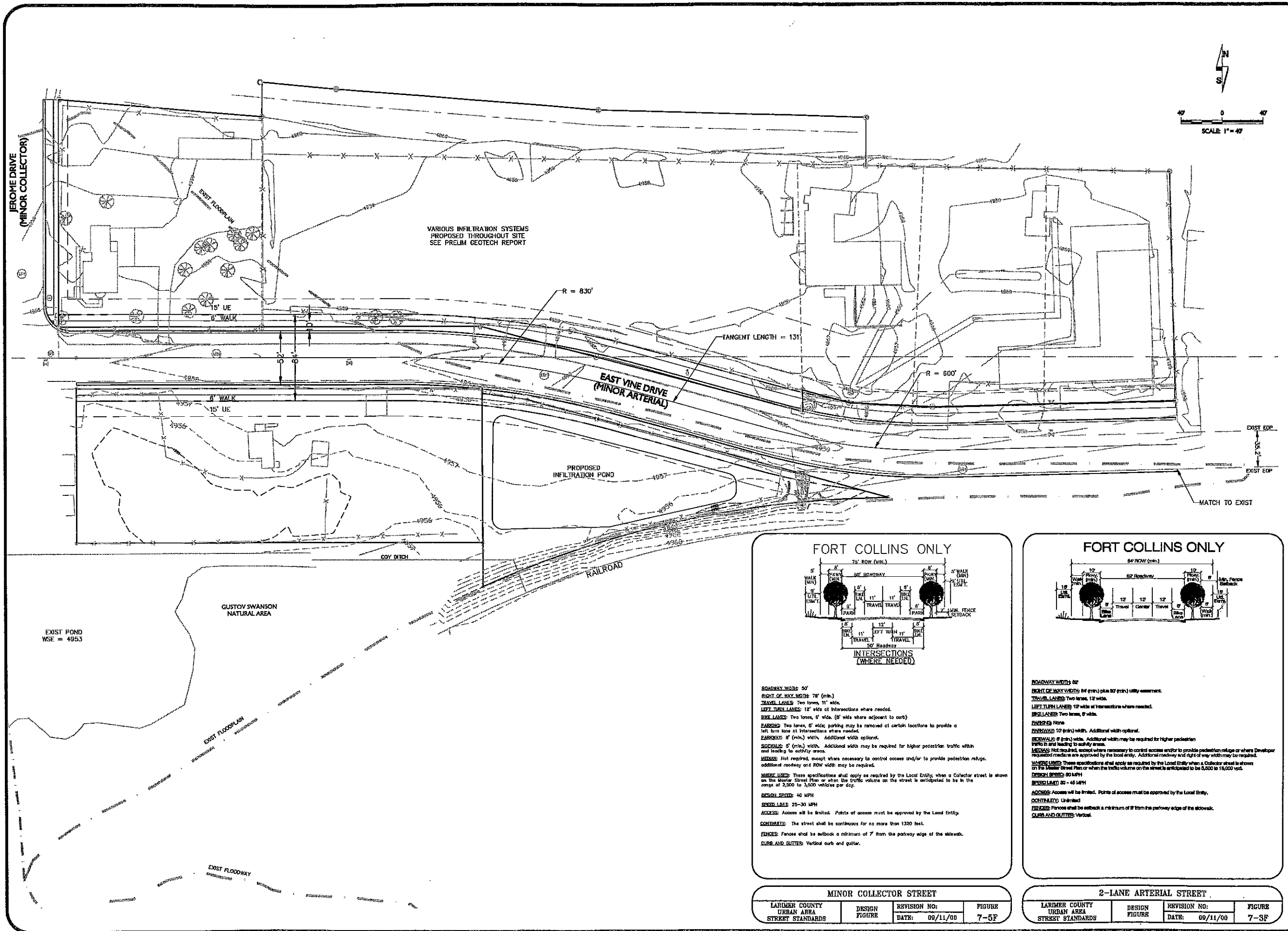
NO	DESCRIPTION	DATE
1	CONCEPT REVIEW	01/10/08
10	CONCEPTION	

CONCEPT SITEPLAN
 SCALE: 1" = 30'-0"

SHEET TITLE: **CONCEPT SITEPLAN OPTION 2**
 PROJECT NUMBER: 2008-107
 DRAWN BY: OT
 CHECKED BY: KMB
 SHEET NUMBER: 6-HEETALMCK

1/SP1.1 site plan - proposed conditions

Fort Collins, Colorado
 Rochester, Michigan



FORT COLLINS ONLY

INTERSECTIONS (WHERE NEEDED)

ROADWAY WIDTH: 50'
RIGHT OF WAY WIDTH: 70' (min.)
TRAVEL LANES: Two lanes, 11' wide.
LEFT TURN LANES: 12' wide at intersections where needed.
BIKE LANES: Two lanes, 5' wide. (5' wide where adjacent to curb)
PARKING: Two lanes, 8' wide; parking may be removed at certain locations to provide a left turn lane at intersections where needed.
BIKEWAYS: 5' (min.) wide. Additional width optional.
SIDEWALK: 5' (min.) wide. Additional width may be required for higher pedestrian traffic within and leading to activity areas.
MEDIAN: Not required, except where necessary to control access and/or to provide pedestrian refuge; additional roadway and ROW width may be required.
WHERE USED: These specifications shall apply as required by the Local Entity, when a Collector street is shown on the Master Street Plan or when the traffic volume on the street is anticipated to be in the range of 2,500 to 3,000 vehicles per day.
DESIGN SPEED: 40 MPH
SPEED LIMIT: 25-30 MPH
ACCESS: Access will be limited. Points of access must be approved by the Local Entity.
CONTINUITY: The street shall be continuous for no more than 1320 feet.
FENCES: Fences shall be setback a minimum of 7' from the roadway edge of the sidewalk.
CURB AND GUTTER: Vertical curb and gutter.

MINOR COLLECTOR STREET			
LARIMER COUNTY URBAN AREA STREET STANDARDS	DESIGN FIGURE	REVISION NO. DATE: 09/11/00	FIGURE 7-5F

FORT COLLINS ONLY

ROADWAY WIDTH: 64'
RIGHT OF WAY WIDTH: 64' (min.) plus 30' (min.) utility easement.
TRAVEL LANES: Two lanes, 12' wide.
LEFT TURN LANES: 12' wide at intersections where needed.
BIKE LANES: Two lanes, 8' wide.
ACCESS: None.
BIKEWAY: 10' (min.) wide. Additional width optional.
SIDEWALK: 5' (min.) wide. Additional width may be required for higher pedestrian traffic in and leading to activity areas.
MEDIAN: Not required, except where necessary to control access and/or to provide pedestrian refuge or where Developer requested medians are approved by the local entity. Additional roadway and right of way width may be required.
WHERE USED: These specifications shall apply as required by the Local Entity when a Collector street is shown on the Master Street Plan or when the traffic volume on the street is anticipated to be 5,000 to 10,000 vpd.
DESIGN SPEED: 50 MPH
SPEED LIMIT: 30 - 45 MPH
ACCESS: Access will be limited. Points of access must be approved by the Local Entity.
CONTINUITY: Uninterrupted
FENCES: Fences shall be setback a minimum of 8' from the roadway edge of the sidewalk.
CURB AND GUTTER: Vertical.

2-LANE ARTERIAL STREET			
LARIMER COUNTY URBAN AREA STREET STANDARDS	DESIGN FIGURE	REVISION NO. DATE: 09/11/00	FIGURE 7-3F

APEX ENGINEERING	171 North College Avenue Fort Collins, CO 80524 office (970) 219-2834 fax (970) 407-9244	INVERNESS INNOVATION PARK VINE DRIVE PLAN	FORT COLLINS, COLORADO SHEET: 1 of 2
PRELIMINARY	NOT FOR CONSTRUCTION		
DESIGNED: B. GOVING	DRAWN: V. GENTRY	CHECKED: B. GOVING	PROJECT NO: 14-104
			DATE: 8/108
NO. 1	DATE / /	BY	APPROV.
2	/ /		
3	/ /		
4	/ /		
5	/ /		
6	/ /		
7	/ /		

Inverness Innovation Park Site Photos for Preliminary Design Review of August 20, 2008



View from Linden and Vine looking west



View from Waste Management's old building looking west.



View from eastern point of south parcel looking east at the old Waste Management building.



View from the most eastern point of south parcel looking due north



View from the most eastern point of the south parcel looking north west



Existing house on the south parcel



Existing outbuildings on the south parcel – these are east of the house shown above.



Looking east down Vine Drive from the intersection of Jerome and Vine



Looking at the western edge of the south parcel from the intersection of Vine Drive and Jermone



Looking at the Inverness Stock Farm house from the intersection of Vine Drive and Jerome



The western edge of the south parcel. Gustav Swanson Natural Area is beyond these trees



High power transmission lines on the southern edge of the south parcel



Looking west from the middle of the abandoned parking lot on the north parcel



Looking east from the middle of the abandoned parking lot on the north parcel



The trees bordering the northern edge of the north parcel



Looking east at the old Waste Management building



Looking west at the outbuilding west of the old Waste Management building



Looking north from the eastern edge of the north parcel – you can see the roof tops of the townhomes in the Old Town North neighborhood.



Inverness Stock Farm house west elevation



Inverness Stock Farm house south elevation – front of house



Inverness Stock Farm house east elevation



Inverness Stock Farm house north elevation – rear



Front of outbuilding on the Inverness Stock Farm property



West elevation of outbuilding on Inverness Stock Farm property



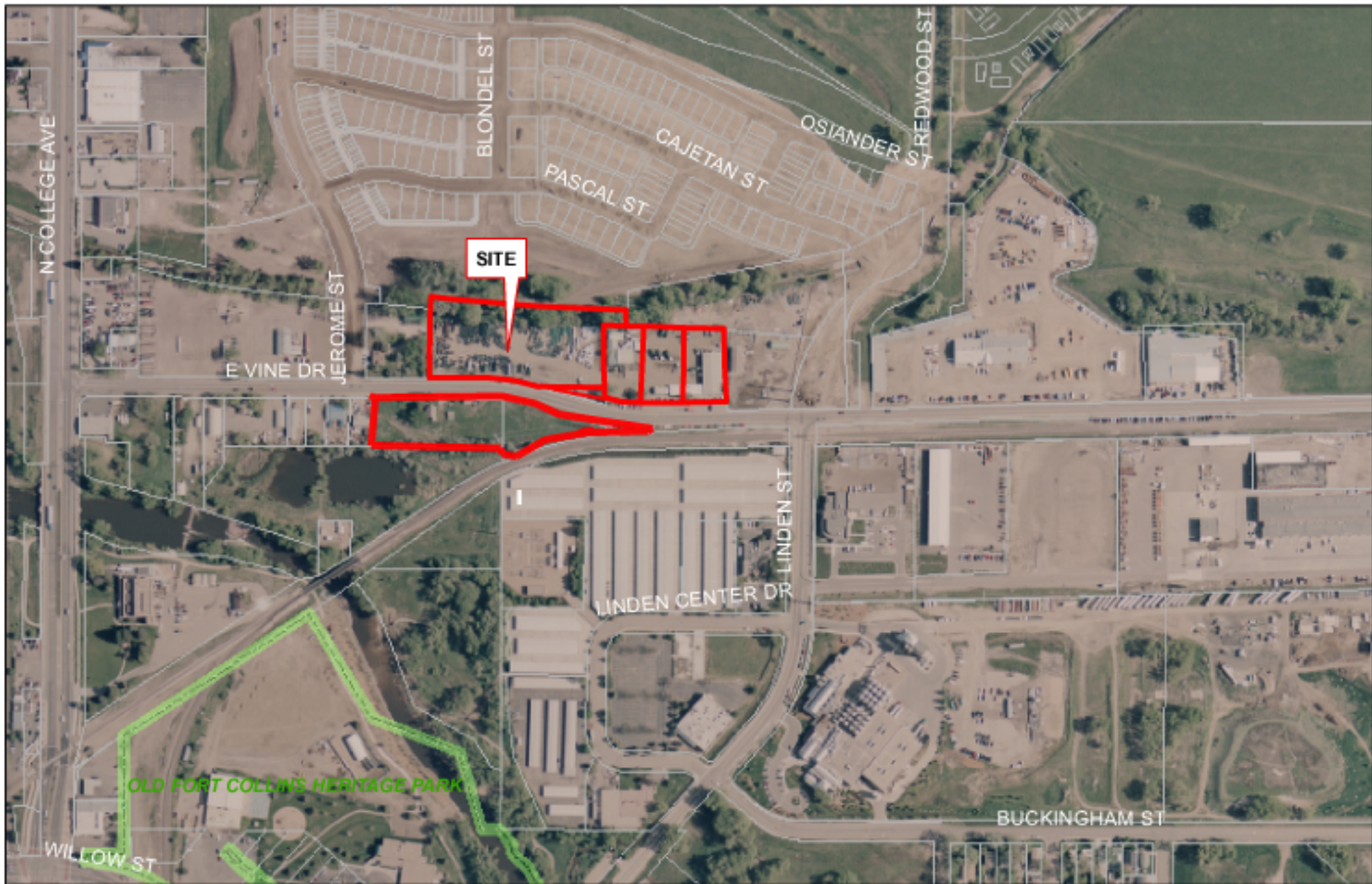
Rear of outbuilding on Inverness Stock Farm property



Orchard area on the Inverness Stock Farm property



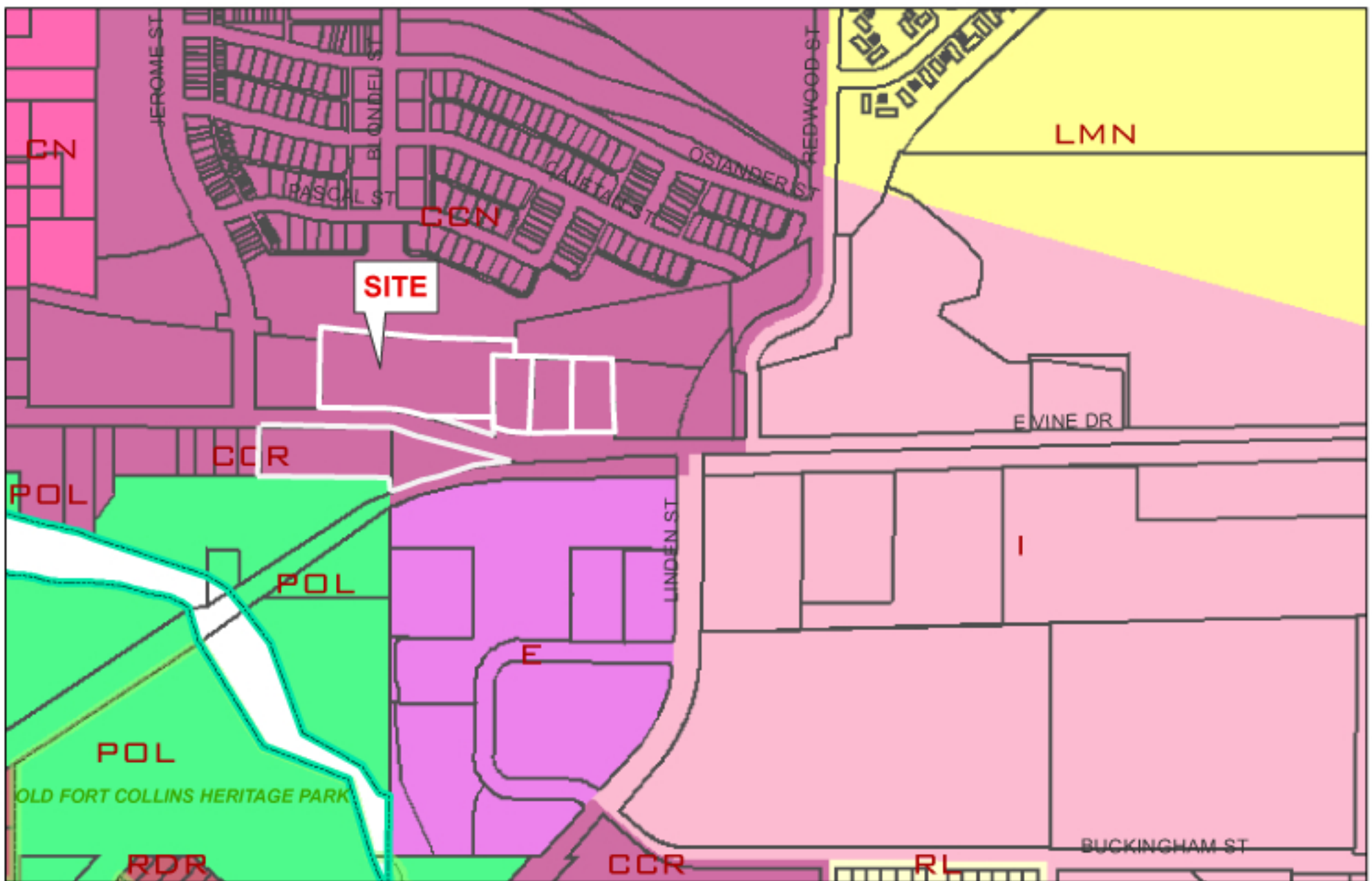
Looking east across the old Waste Management site from inside the fence on the Inverness Stock Farm property



1 inch equals 400 feet

Inverness Innovation Park
Preliminary Design Review 8/20/08

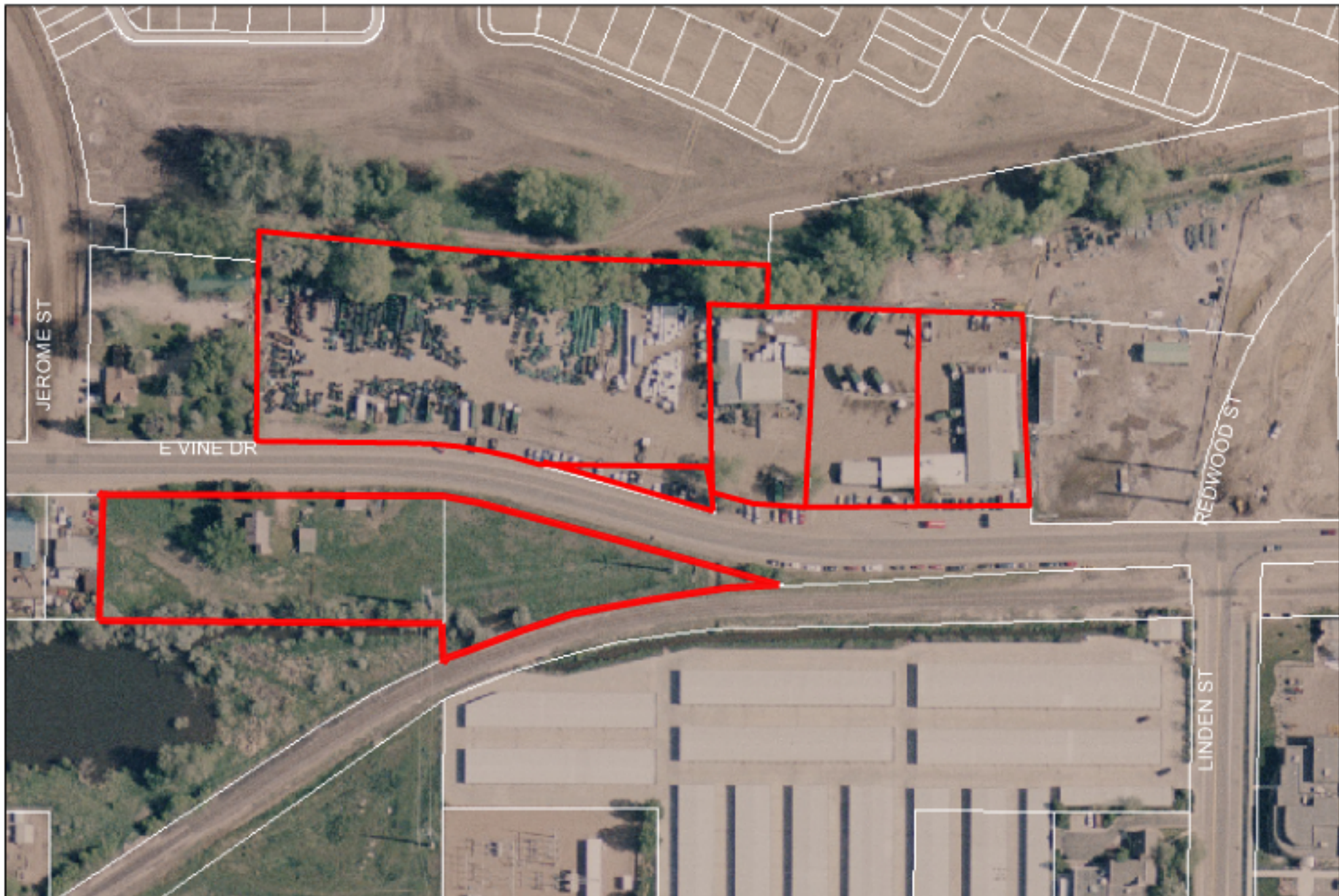
Aerial Vicinity Map



Inverness Innovation Park

Preliminary Design Review 8/20/08

ZONING DISTRICTS



Inverness Innovation Park
Preliminary Design Review 8/20/08

Aerial Site View

1 inch equals 150 feet

August 4, 2008

Fort Collins Real Estate
 1220 South College Avenue
 Fort Collins, Colorado 80524

Attention: Mr. Mike Jensen and Mr. Mike Bello

Subject: Depth to Ground Water and Results of Double Ring Infiltrometer Tests
 300-500 East Vine Drive
 Fort Collins, Colorado
 Project No. FC04631-115

CTL|Thompson, Inc. has performed a geologic and preliminary geotechnical investigation and double ring infiltrometer testing at the site referenced above. You requested we provide you with a letter describing the subsurface conditions, depths of ground water encountered in our borings, and the results of the four double ring infiltrometer tests. Our finalized geologic and preliminary geotechnical report for the site will follow this letter

The attached Figure 1 indicates the approximate locations of our exploratory borings and test pits. The double ring infiltrometer tests were conducted in the areas listed as Test Pits. Figure 2 presents the depth to ground water at the time of drilling. The depth to ground water at the site ranges from 2 feet to 7 feet below the existing ground surface. Ground water levels are expected to fluctuate with precipitation and season. Piezometers were installed in all of the borings after the drilling was complete to facilitate future groundwater measurements.

Figures 3 and 4 show the subsurface conditions encountered in our borings. These figures are presented as a draft as the properties of the materials are still to be confirmed by our laboratory testing program.

Double ring infiltrometer tests were conducted at each of the test pit locations. The depths of the tests on the portion of the site south of East Vine Drive were selected based on the depth to ground water. The depths of the tests on the portion of the site north of East Vine Drive were selected by excavating to what appeared to be relatively undisturbed native soil. Table I below presents the locations and results of our double ring infiltrometer tests.

TABLE I

Test Number	Test Depth (inches) Below Existing Ground Surface	Infiltration Rate (inches/hour)
DR-1	24	0.37
DR-2	16	0.50
DR-3	18	0.16
DR-4	30	2.16



We appreciate the opportunity to work with you on this project. If you have any questions regarding the information provided in this letter, please contact the undersigned.

CTL|THOMPSON, INC.


Robin Dornfest, PG



APPROX. SCALE: 1"= 100'

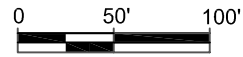
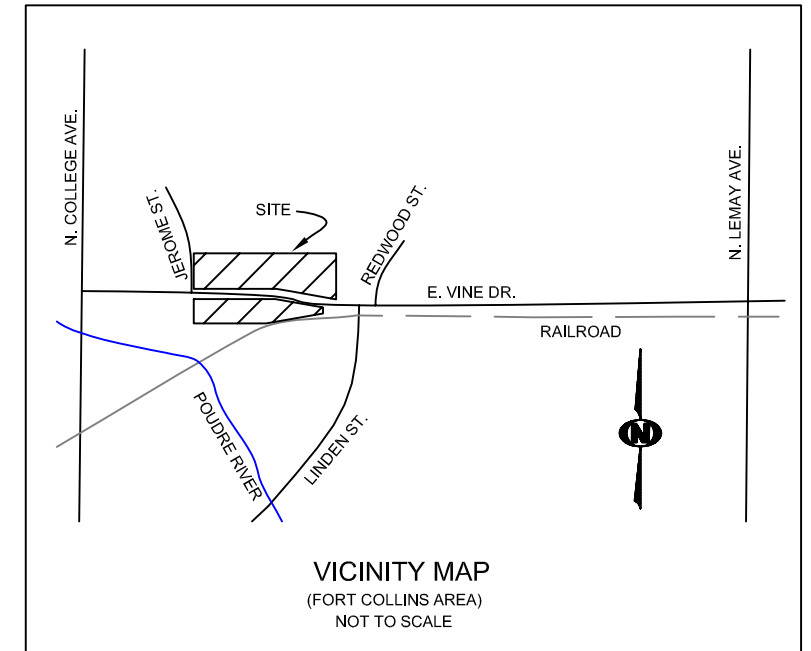


Image from Google Earth, 2008



LEGEND:

- TH-1** INDICATES APPROXIMATE LOCATION OF EXPLORATORY BORING.
- TP-5** INDICATES APPROXIMATE LOCATION OF TEST PIT.
- DR-1** INDICATES APPROXIMATE LOCATION OF DOUBLE RING INFILTROMETER TEST.

Locations of Exploratory Borings



APPROX. SCALE: 1"= 100'

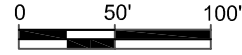
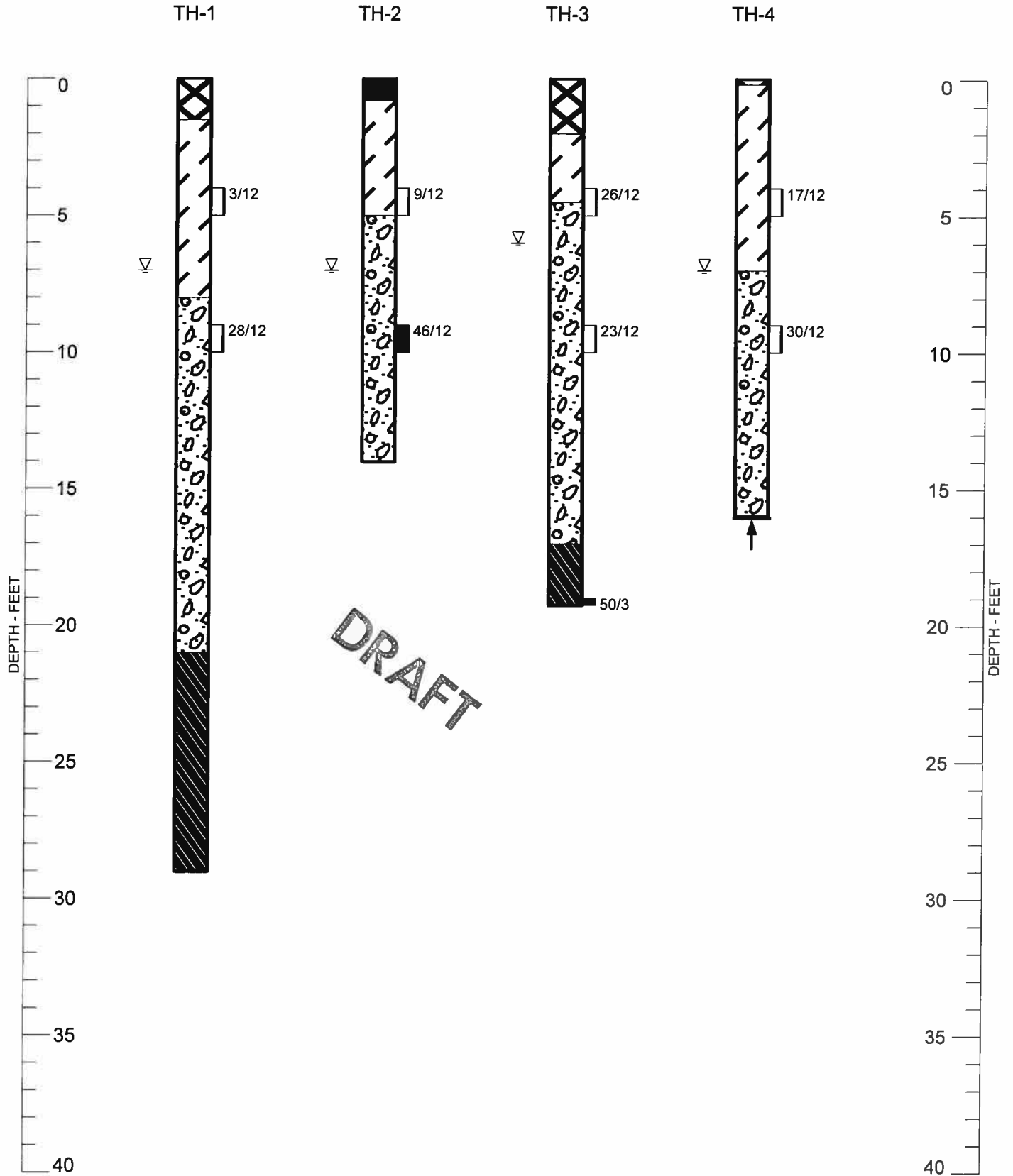


Image from Google Earth, 2008

LEGEND:

- TH-1 (red dot) INDICATES APPROXIMATE LOCATION OF EXPLORATORY BORING.
- TP-5 (red square) INDICATES APPROXIMATE LOCATION OF TEST PIT.
- DR-1 (red square) INDICATES APPROXIMATE LOCATION OF DOUBLE RING INFILTRMETER TEST.
- TH-1 (red dot) INDICATES APPROXIMATE LOCATION OF EXPLORATORY BORING.
- (10.6) (cyan text) INDICATES APPROXIMATE LOCATION OF EXPLORATORY BORING.

Measured Depth to Ground Water

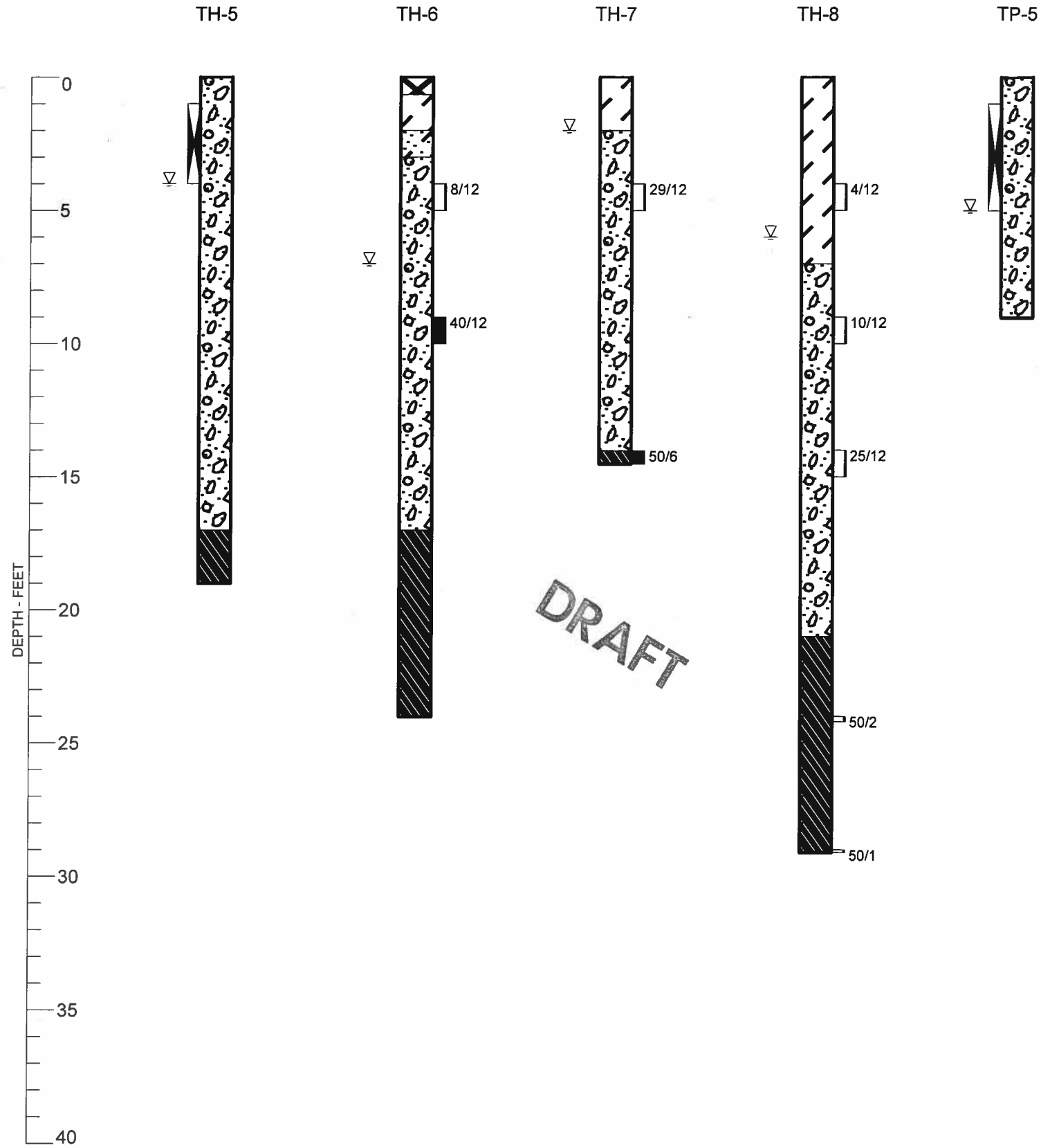


DRAFT

SUMMARY LOGS OF EXPLORATORY BORINGS

FIGURE 3

FORT COLLINS REAL ESTATE
300-500 EAST VINE DRIVE
CTL | T PROJECT NO. FC04631-115



DRAFT

LEGEND:

- ASPHALTIC CONCRETE AND BASE COURSE
- FILL, GRAVEL, SANDY
- CLAY, SILTY TO SANDY, MOIST, SOFT TO STIFF, BROWN (CL)
- SAND, CLAYEY, MOIST, LOOSE, BROWN (SC)
- GRAVEL, SANDY, TO SAND, GRAVELLY, MOIST TO WET, MEDIUM DENSE TO DENSE, BROWN TO REDDISH BROWN (GP)
- CLAYSTONE, SANDY TO SANDSTONE, CLAYEY, MOIST, HARD TO VERY HARD, GRAY BROWN TO OLIVE BROWN
- DRIVE SAMPLE. THE SYMBOL INDICATES BLOWS OF A 140-POUND HAMMER FALLING 30 INCHES WERE REQUIRED TO DRIVE A 2.5-INCH O.D. SAMPLER INCHES.
- DRIVE SAMPLE. THE SYMBOL INDICATES BLOWS OF A 140-POUND HAMMER FALLING 30 INCHES WERE REQUIRED TO DRIVE A 2.0-INCH O.D. SAMPLER INCHES.
- BULK SAMPLE FROM AUGER CUTTINGS.
- WATER LEVEL MEASURED AT TIME OF DRILLING.
- PRACTICAL DRILL REFUSAL.

NOTES:

1. THE BORINGS WERE DRILLED ON AUGUST 1, 2008 USING 4-INCH DIAMETER CONTINUOUS-FLIGHT AUGERS AND A TRUCK-MOUNTED DRILL RIG.
2. APPROXIMATE BORING LOCATIONS WERE SURVEYED BY A REPRESENTATIVE OF OUR FIRM.
3. THESE LOGS ARE SUBJECT TO THE EXPLANATIONS, LIMITATIONS AND CONCLUSIONS IN THIS REPORT.

LOGS BY DEPTH WITH LEGEND-11X17 FC04631-115 BORING LOGS.GPJ CTLMAIN.GDT 8/4/08