



MEETING DATE

Sept. 28, 2017

STAFF

Clay Frickey

ADMINISTRATIVE HEARING

STAFF REPORT

PROJECT: Elizabeth Subdivision, PDP160046

APPLICANT: Shelley LaMastra
Russell + Mills Studios
506 S College Ave.
Unit A
Fort Collins, CO 80524

OWNERS: Barry Schram
2620 Brush Creek Dr
Fort Collins, CO 80528

PROJECT DESCRIPTION:

This is a request for a Project Development Plan to subdivide one lot into two lots, improve a parking lot, and build a single-family detached home with a carriage house. The site currently contains a small office that has been operational since the 1950's. The proposal calls for improving the existing parking lot serving the office use and bringing the parking area into conformance with current Land Use Code standards. The rear lot contains a small shed but is otherwise vacant. As part of this proposal, the applicant requests to build a single-family detached home with a carriage house. The rear lot is 21,710 square feet and the proposed residential buildings would total 6,102 square feet in floor area. The floor area includes an existing shed that would be repurposed as a garage. The site is located in the Neighborhood Conservation - Low Density District (NCL) zone district. The PDP includes nine modifications.

RECOMMENDATION: Staff recommends approval of the modifications and Elizabeth Subdivision, PDP160046.

EXECUTIVE SUMMARY:

Staff finds the proposed Elizabeth Subdivision Project Development Plan complies with the applicable requirements of the City of Fort Collins Land Use Code (LUC), more specifically:

- The Project Development Plan complies with the process located in Division 2.2 – Common Development Review Procedures for Development Applications of Article 2 – Administration.
- The Modification of Standard to Section 3.2.2(J) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H)(3).
- The Project Development Plan complies with relevant standards of Article 3 – General Development Standards, provided the modification to Section 3.2.2(J) is approved.
- The Modification of Standard to Section 4.7(D)(3) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H)(1).
- The Modification of Standard to Section 4.7(D)(4) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H)(1).
- The Modification of Standard to Section 4.7(E)(1) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H)(3).
- The Modification of Standard to Sections 4.7(E)(5) and 4.7(F)(2)(a)(1) that are proposed with this Project Development Plan meet the applicable requirements of Section 2.8.2(H)(1).
- The Modification of Standard to Section 4.7(F)(1)(c) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H)(1).
- The Modification of Standard to Section 4.7(F)(1)(b) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H)(1).
- The Modification of Standard to Section 4.7(F)(2)(d) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H)(1).
- The Modification of Standard to Section 4.7(F)(3)(a)(2) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H)(1).

- The Project Development Plan complies with relevant standards located in Division 4.7 Neighborhood Conservation, Low Density (NCL) of Article 4 – Districts, provided the modifications to Sections 4.7(D)(3), 4.7(D)(4), 4.7(E)(1), 4.7(E)(5), 4.7(F)(2)(a)(1), 4.7(F)(1)(c), 4.7(F)(1)(b), 4.7(F)(2)(d), and 4.7(F)(3)(a)(2) are approved.

COMMENTS:

1. Background

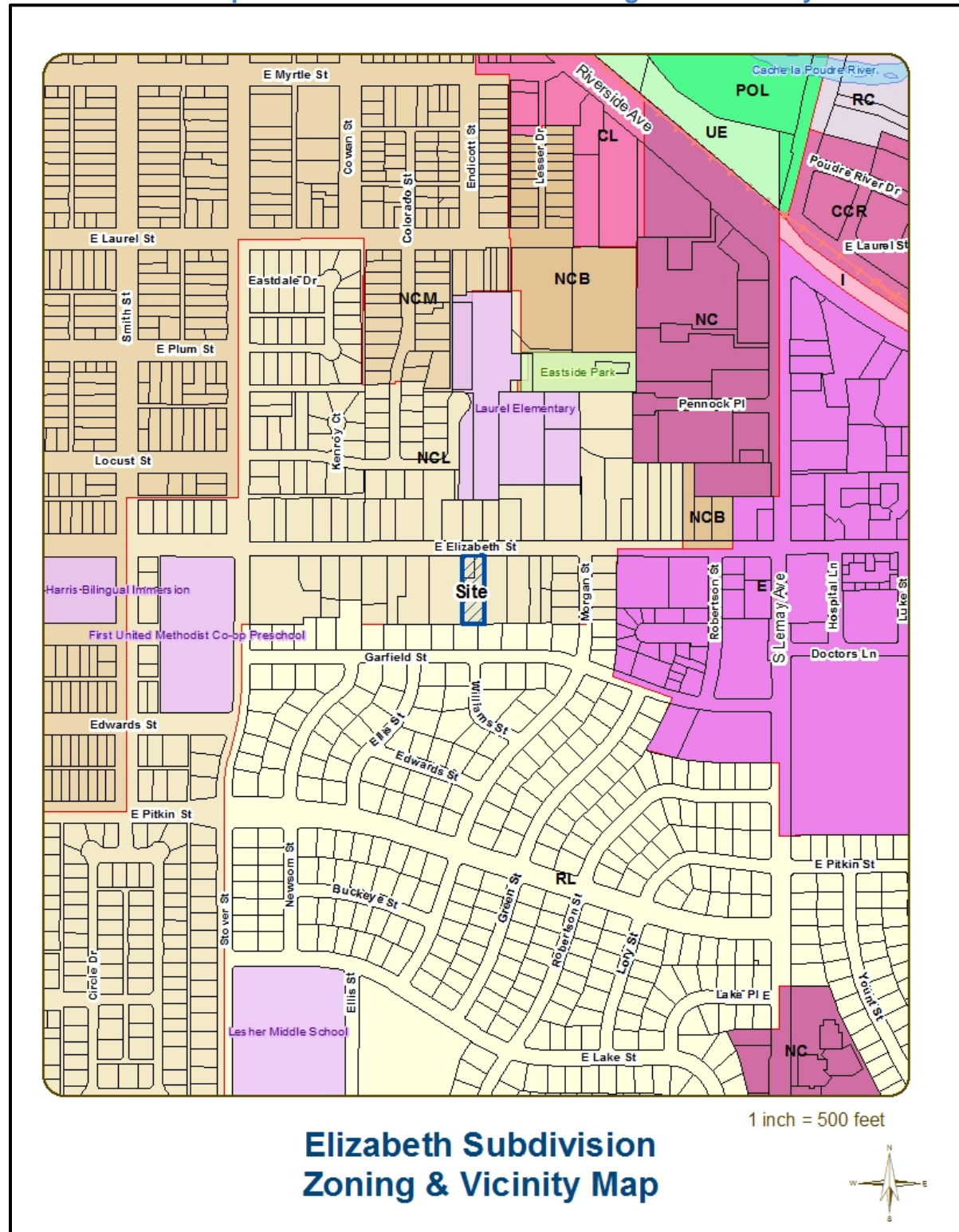
Before annexing into the City of Fort Collins, the property contained an office built in 1951. The property was incorporated into the City as part of the First Lemay Annexation on October 26, 1967. Since annexation into the City, the office has operated as a legal non-conforming use. A previous applicant sought to expand the office in 1985 by building a shed on the rear, vacant lot. On March 25, 1985, the Planning & Zoning Board approved the shed.

The surrounding zoning and land uses are as follows:

Direction	Zone District	Existing Land Uses
North	Neighborhood Conservation – Low Density (NCL)	Residential, school
South	Low Density Residential (RL)	Residential
East	Neighborhood Conservation – Low Density (NCL)	Residential
West	Neighborhood Conservation – Low Density (NCL)	Residential

Below is a zoning and site vicinity map.

Map 1: Elizabeth Subdivision Zoning & Site Vicinity



2. **Compliance with Section 2.8.2(H) of the Land Use Code - Modification of Standards**

Many of the modifications requested by the applicant stem from an unusual lot shape for this zone district. The NCL zone district standards envision deep lots with 40 – 50 feet of frontage on a public street. This lot is one of the few in the NCL zone shaped like a flagpole. This lot must have the shape of a flagpole since it contains an office and parking lot to serve the office. No other lots in the NCL have an office with a vacant lot behind it suitable for a single-family detached home. By virtue of having the small office in the front, the buildable portion of the rear lot is 98 feet away from Elizabeth Street. Most of the lots in the NCL also have alley access. This alley access is what allows for the provision of carriage houses and garages that are setback further from the street than the principal structure. An alley does not serve this portion of Elizabeth Street. These factors make the project unique and make it difficult to fulfill all of the requirements of the NCL zone district.

Modification #1 Description:

The applicant requests a Modification to Section 3.2.2(J) – *Setbacks* to have a vehicular use area closer than 5 feet to a lot line.

Land Use Code Standard Proposed to be Modified (areas underlined and bolded for emphasis):

Land Use Code 3.2.2(J):

	<i>Minimum average landscaped setback area (feet)</i>	<i>Minimum width of setback at any point (feet)</i>
<i>Along an arterial street</i>	15	5
<i>Along a non-arterial street</i>	10	5
<u>Along a lot line</u>	<u>5</u>	<u>5</u>

Land Use Code Modification Criteria:

“The decision maker may grant a modification of standards only if it finds that the granting of the modification would not be detrimental to the public good, and that:

(1) 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; or

(2) the granting of a modification from the strict application of any standard would, without impairing the intent and purpose of this Land Use Code,

substantially alleviate an existing, defined and described problem of city-wide concern or would result in a substantial benefit to the city by reason of the fact that the proposed project would substantially address an important community need specifically and expressly defined and described in the city's Comprehensive Plan or in an adopted policy, ordinance or resolution of the City Council, and the strict application of such a standard would render the project practically infeasible; or

(3) by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant; or

(4) the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan, and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2.

Any finding made under subparagraph (1), (2), (3) or (4) above shall be supported by specific findings showing how the plan, as submitted, meets the requirements and criteria of said subparagraph (1), (2), (3) or (4).

Summary of Applicant's Justification:

The applicant requests that the Modification be approved and provides the following justification based upon Criterion 3 (physical hardship):

Applicant's Justification Modification #1:

The current parking area for the commercial lot does not meet code requirements; this development plan seeks to bring it up to code requirements. The pedestrian connection from Elizabeth down the east side of the building was extended to continue all along the building façade. Moving eastward from edge of walk a 24' drive aisle was located as well as parking spaces that utilizes the reduced stall depths of 17'-0" and the 2' overhangs. In order to access the residential lot a 12'-0" drive aisle was also accounted for. The remaining area of lot width was broken up to provide landscape buffering from the parking lot, drive and adjacent property. Similarly, the south portion for the parking back up area was divided with the existing accessory structure which yielded at 3'-0" setback from the south lot line of the commercial lot.

Staff Finding:

Staff finds that the request for a Modification of Standard Section 3.2.2(J) is justified by the applicable standards in 2.8.2(H)(3).

- A. The granting of the Modification would not be detrimental to the public good
- B. The project design satisfies 2.8.2(H)(3): *by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant.*

The purpose of this standard is to prevent negative impacts of vehicle use areas on adjacent properties. The setback allows room for landscaping and buffering from the vehicle use area. The office building is 67 feet away from the eastern property line. To meet this standard and all of the other Land Use Code standards for access drives and parking stall dimensions the site would need to accommodate the following:

- Four foot sidewalk for the office
- 24 foot drive aisle for the parking lot
- 17 foot deep parking stalls
- 6 foot landscape buffer on the office side
- 10 feet of landscape buffers total on residential side (5 feet on west side of the drive aisle, 5 feet on east side adjacent to residential property)
- 12 foot wide driveway

In total, this would require 73 feet of space. It is not possible to fit all of these amenities into the space on the existing lot. As such, staff finds the modification is justified due to a physical hardship caused by the existing shape and dimensions of the lot.

Modification #2 Description:

The applicant requests a Modification to Section 4.7(D)(3) – *Allowable Floor Area on Rear Half of Lots* to exceed the rear half floor area ratio by 1,311 square feet.

Land Use Code Standard Proposed to be Modified (areas underlined and bolded for emphasis):

Land Use Code 4.7(D)(3):

The allowable floor area on the rear half of a lot shall not exceed twenty-five (25) percent of the area of the rear fifty (50) percent of the lot.

Summary of Applicant's Justification:

The applicant requests that the Modification be approved and provides the following justification based upon Criterion 3 (physical hardship):

Applicant's Justification for Modification #2:

- *Primary Residence in back and Carriage in Front: If the proposed plan were to be labeled with the primary house being in the back and the carriage house in front the basement floor area would not be required to be taken into account as it is not 3' above grade (Section 4.7(2)(b)(2)). This scenario would not exceed the rear lot floor area. As discussed above, Article 5 defines a carriage house as behind the primary and therefore the plans cannot be labeled with this approach.*
- *Flagpole creating skewed mid lot line: If the mid lot line did have to take into account the flagpole portion of the lot then the mid lot line would move further south. As the plan is shown with the carriage house in the rear and primary residence in front this would result in only 140 sf over the maximum allowed amount. Please see attached Floor Area Diagram – Theoretical A-3.*
- *Lot without Commercial Building: This lot is the only lot within the NCL district that has a commercial building located on it. As mentioned in the project narrative this was built prior to the lot being annexed into the City limits. In a normal case the Primary Residence would be located roughly where the commercial building is. This would never then create an issue with the carriage house and rear lot floor area being exceeded.*

Staff Finding:

Staff finds that the request for a Modification of Standard to section 4.7(D)(3) is justified by the applicable standards in 2.8.2(H)(1).

- A. The granting of the Modification would not be detrimental to the public good
- B. The project design satisfies 2.8.2(H)(1): *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.*

The purpose of the rear floor area ratio limit is to minimize large structures

looming over the backyards of neighbors. This standard did not envision flagpole lots like the one necessary for this project in order to build a home on the rear lot. As a result, the midpoint is further forward on the developable portion of the site compared to a rectangular lot. What further complicates meeting this standard is the design necessary to make the lot function well as a residential lot.

The site layout proposed by the applicant places the smaller of the two proposed dwelling units closest to Elizabeth Street. Normally, the smaller residential structure would be placed in the rear. An alley would also normally provide access for this smaller unit. This lot does not have alley access. To place the smaller unit behind the larger structure, the applicant would have to pave a large portion of their lot (Exhibit 1.1 in the applicant's requests for modifications). This pavement would be necessary to meet emergency access requirements. Instead of proposing the smaller unit behind the larger unit, the applicant proposes an access drive that will serve both units. What this does, however, is it makes the larger unit the "carriage house" per the definitions in Article 5 of the Land Use Code. The definition of a carriage house is, "a single-family detached dwelling, typically without street frontage, that is located behind a separate, principal dwelling on the same lot, which fronts on the street." Definitions cannot be modified like standards in Article 3 and Article 4.

In this case, a compliant plan with the smaller structure behind the larger structure would not result in a better plan. The proposed plan retains more yard space for residents and minimizes the amount of pavement needed with a compliant plan. The proposed plan exceeds the floor area ratio limits since the basements of carriage houses count towards floor area calculations whereas basements do not count as floor area in principal structures. The larger unit is a carriage house in name only. It will function as the principal structure despite having to be called a carriage house since it is located behind another unit. For these reasons, staff finds the proposed plan to be equal to or better than a compliant plan.

Modification #3 Description:

The applicant requests a Modification to Section *4.7(D)(4) – Residential* to have a carriage house with 4,175 square feet of floor area.

Land Use Code Standard Proposed to be Modified (areas underlined and bolded for emphasis):

Land Use Code 4.7(D)(4):

Any new single-family dwelling that is proposed to be located behind a street-fronting principal building shall contain a maximum of eight hundred (800) square feet of floor area unless such new single-family dwelling contains a two-car garage, in which case it shall contain a maximum of one thousand (1,000) square feet of floor area, including the garage. Floor area shall include all floor space within the basement and first floor plus that portion of the floor area of any second story having a ceiling height of at least seven and one-half (7½) feet. A new single-family dwelling may be located in any area of the rear portion of such lot, provided that it complies with the setback requirements of this District and there is at least a ten-foot separation between structures. **The building footprint for such single-family dwelling shall not exceed six hundred (600) square feet.**

Summary of Applicant's Justification:

The applicant requests that the Modification be approved and provides the following justification based upon Criterion 3 (physical hardship):

Applicant's Justification for Modification #3:

The overall depth of the residential lot is over 294'. Because of this, locating the carriage house behind the principle residential home is virtually impossible due to access and emergency access requirements. Per Poudre Fire Authority (PFA), the following requirements must be met for fire protection and safety:

- a) A fire hydrant within 400' of the home*
- b) General fire access within 150' of a building along an approved path*

Per conversations with PFA one requirement may be offset with a sprinkler system, but not both. Due to the distance from a fire hydrant, the access requirement would need to be met. In order to provide the required access and turnaround area for a fire truck the overall site plan would be similar to what is shown in EXHIBIT 1.1.

As discussed above, the carriage house definition cannot be modified,;therefore, what would normally be a primary residence is now a carriage house by definition. The proposed floor area for the carriage house is 4,175 square feet.

Staff Finding:

Staff finds that the request for a Modification of Standard to section 4.7(D)(4) is justified by the applicable standards in 2.8.2(H)(1).

- A. The granting of the Modification would not be detrimental to the public good

- B. The project design satisfies 2.8.2(H)(1): *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.*

As discussed in the previous modification request, the larger structure is a carriage house in name only. A compliant plan with the smaller of the two structures further in the rear of the lot would result in a less desirable plan.

Modification #4 Description:

The applicant requests a Modification to Section 4.7(E)(1) – *Minimum Lot Width* to have a 20-foot wide lot.

Land Use Code Standard Proposed to be Modified (areas underlined and bolded for emphasis):

Land Use Code 4.7(E)(1):

Minimum lot width shall be forty (40) feet.

Summary of Applicant's Justification:

The applicant requests that the Modification be approved and provides the following justification based upon Criterion 3 (physical hardship):

Applicant's Justification for Modification #4:

The existing lot has a lot width of 100'. In the proposed plan the commercial lot would have 80' of street frontage, with 20' becoming the residential lot frontage along Elizabeth. The street frontage has been broken up in this way to accommodate the existing 1,231 sf medical office building and small parking lot that serves this building. The existing parking lot is being brought up to current code requirements for layout and landscaping with this development plan. In order to provide the street frontage property line within the confines of the existing east and west property lines and the commercial parking area drive and east residential lot the street frontage was set at 20'. Due to driveway spacing concerns with the existing commercial lot and residential drive to the east the entry point for both the commercial and residential lot will be shared at the existing access point with a platted access easement.

Staff Finding:

Staff finds that the request for a Modification of Standard to section 4.7(E)(1) is justified by the applicable standards in 2.8.2(H)(3).

- A. The granting of the Modification would not be detrimental to the public good.
- B. The project design satisfies 2.8.2(H)(1): *by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant.*

The purpose of this standard is to have a consistent lot pattern in the zone district. This plan proposes a 20-foot lot width for the residential lot. This lot width is a result of the lot having an existing office and parking lot in the front of it. In order to place all of the office and parking lot on one lot, the office lot needs at least 80 feet of width. This width is still not enough to accommodate fully an ample setback per Land Use Code section 3.2.2(J). This leaves the residential lot with only 20 feet of width. The applicant did not create this physical constraint so staff finds this modification is justified due to a physical hardship.

Modification #5 Description:

The applicant requests a Modification to Section 4.7(E)(5) – *Maximum Building Height* and 4.7(F)(2)(a)(1) – *Building Height* to have a two-story carriage house.

Land Use Code Standard Proposed to be Modified (areas underlined and bolded for emphasis):

Land Use Code 4.7(E)(5):

Maximum building height shall be two (2) stories, except for carriage houses, and accessory buildings containing habitable space, which shall be a maximum of one and one-half (1½) stories.

Land Use Code 4.7(F)(2)(a)(1):

Maximum building height shall be two (2) stories, except in the case of carriage houses and accessory buildings containing habitable space, which shall be a maximum of one and one-half (1½) stories.

Summary of Applicant's Justification:

The applicant requests that the Modification be approved and provides the following justification based upon Criterion 3 (physical hardship):

Applicant's Justification for Modification #5:

- *The flagpole shape of the lot pushes the structures further to the rear of the lot than is typical in the zone district.*
- *The building will be setback further than the minimum required, reducing the impact on adjacent properties.*
- *Large, existing trees screen the building from adjacent properties.*
- *Site conditions dictate that the house be virtually buried from view from Elizabeth Street since the house is so far away from the street.*

Staff Finding:

Staff finds that the request for a Modification of Standard to sections 4.7(E)(5) and 4.7(F)(2)(a)(1) are justified by the applicable standards in 2.8.2(H)(1).

- A. The granting of the Modification would not be detrimental to the public good
- B. The project design satisfies 2.8.2(H)(1): *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.*

The purpose of these standards is to prevent large structures that loom over adjacent properties. Carriage houses are in the rear of the lot, which is why the code specifically limits the height of these structure to 1 ½ stories. In the case of this lot, most of both structures are in the rear of the lot.

Once again, the context of the site is unique in that the proposed structures will have a limited impact on neighbors. The building lines the east property line with approximately 63 feet of wall length. The east property line contains a stand of mature trees and a solid, 6' tall fence that provide screening for the easterly neighbor. A large garage occupies the middle portion of the lot to the east and bisects the lot. South of the garage is a large grass area that is disconnected from the rest of the lot. By looking over a low use portion of the lot, the proposed structures will have little impact on the neighbor to the east. On the west side of the lot, the building only contains one story. This minimizes the impact of the new home on the neighbor to the west. The patios, decks, and second story windows are all located to minimize intrusions of privacy. For these reasons, staff finds the plan equal to or better than a compliant plan.

Modification #6 Description:

The applicant requests a Modification to Section 4.7(F)(1)(c) to have a garage 14 feet closer to the street than the principal structure.

Land Use Code Standard Proposed to be Modified (areas underlined and bolded for emphasis):

Land Use Code 4.7(F)(1)(c):

Accessory buildings and attached garages shall have a front yard setback that is at least ten (10) feet greater than the front setback of the principal building that is located on the front portion of the lot.

Summary of Applicant's Justification:

The applicant requests that the Modification be approved and provides the following justification based upon Criterion 1 (equal to or better than a compliant plan):

Applicant's Justification for Modification #6:

- *Home is setback from the street by 138 feet.*
- *Heavy landscape buffer minimizes visual impact of garage.*
- *Structure already exists on the lot and the owner is looking to re-purpose that structure rather than tear it down.*

Staff Finding:

Staff finds that the request for a Modification of Standard to section 4.7(F)(1)(c) is justified by the applicable standards in 2.8.2(H)(1).

- A. The granting of the Modification would not be detrimental to the public good
- B. The project design satisfies 2.8.2(H)(1): *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.*

The purpose this standard is to prevent the streetscape from being dominated by garage doors. In this case, the applicant proposes converting the existing barn into a garage, which would put the garage closer to the street than the principal structure. Due to the shape of the lot, the garage is located directly behind the existing office building and a dense row of landscaping. This means the location of the garage has no impact to the street. Similarly, the design of the building integrates the carport and garage below the principal structure. No garage doors will be visible from Elizabeth Street. From the street, there will be minimal visual impact with the proposed design. Staff finds the proposed plan to be equal to or better than a compliant plan.

Modification #7 Description:

The applicant requests a Modification to Section 4.7(F)(1)(d) to have the second floor overhang the lower front or side exterior wall of a new building.

Land Use Code Standard Proposed to be Modified (areas underlined and bolded for emphasis):

Land Use Code 4.7(F)(1)(d):

A second floor shall not overhang the lower front or side exterior walls of a new or existing building.

Summary of Applicant's Justification:

The applicant requests that the Modification be approved and provides the following justification based upon Criterion 1 (equal to or better than a compliant plan):

Applicant's Justification for Modification #7:

Since a carport is provided below the "overhang" and since this carport is integrated into and even enhances the architecture equally well or better than would a solution that simply proposed a two-car garage, it is believed this solution is justified.

Staff Finding:

Staff finds that the request for a Modification of Standard to section 4.7(F)(1)(d) is justified by the applicable standards in 2.8.2(H)(1).

- A. The granting of the Modification would not be detrimental to the public good
- B. The project design satisfies 2.8.2(H)(1): *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.*

The purpose this standard is to promote homes that have an architectural character that reflects a more compact residential scale that is compatible with the existing residential neighborhood . The proposed building elevations show the second floor of the principal structure overhanging the carport below. A wall supports a portion of the overhang while a series of wood slats supports the remainder of the overhang. From the street, the building will look anchored to the ground by the wall and slats. Staff finds the proposed plan to be equal to or better than a compliant plan.

Modification #8 Description:

The applicant requests a Modification to Section 4.7(F)(2)(b) to have 21 foot high eaves in the rear of the lot higher where 13 feet is the maximum.

Land Use Code Standard Proposed to be Modified (areas underlined and bolded for emphasis):

Land Use Code 4.7(F)(2)(b):

The exterior eave height of an eave along a side lot line shall not exceed thirteen (13) feet from grade for a dwelling unit located at the rear of the lot or an accessory building with habitable space.

Summary of Applicant's Justification:

The applicant requests that the Modification be approved and provides the following justification based upon Criterion 1 (equal to or better than a compliant plan):

Applicant's Justification for Modification #8:

- *The shape of the lot and desire to preserve the existing barn pushes the majority of the building to the rear portion of the lot.*
- *The building is set further back from Elizabeth, minimizing negative impacts from the street.*
- *The stand of trees along the east property mitigates the impact of the structure.*
- *On the west property line, the existing lilac hedge mitigates the impact of the building height.*

Staff Finding:

Staff finds that the request for a Modification of Standard to section 4.7(F)(2)(b) is justified by the applicable standards in 2.8.2(H)(1).

- A. The granting of the Modification would not be detrimental to the public good
- B. The project design satisfies 2.8.2(H)(1): *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.*

The purpose of this standard is to minimize the height of structures on the rear half of the lot. Shorter structures prevent the looming affect on adjacent properties, along with shading and privacy impacts. This standard also promotes

pitched roof forms since the code allows a second story or a half-story for a carriage house. In order to accomplish a second story or a half-story and meet the eave height standards, a pitched roof is practically a necessity.

Due to the shape of the lot, it would be difficult to build solely in the front of the lot or put the majority of the building mass of a two-story building in the front of the lot. As discussed as part of modification request #5, the existing landscaping, orientation of windows and outdoor spaces, and configuration of adjacent lots minimizes the impact of a larger structure on the neighboring properties. The proposed building also has pitched roofs in accordance with the Land Use Code similar to many of the other houses nearby. Staff finds the proposed plan is equal or better than a compliant plan.

Modification #9 Description:

The applicant requests a Modification to Section 4.7(F)(3)(a)(2) to provide one parking space for the carriage house where four is required.

Land Use Code Standard Proposed to be Modified (areas underlined and bolded for emphasis):

Land Use Code 4.7(F)(3)(a)(2):

A minimum of one (1) off-street parking space must be provided for every bedroom contained within a carriage house.

Summary of Applicant's Justification:

The applicant requests that the Modification be approved and provides the following justification based upon Criterion 1 (equal to or better than a compliant plan):

Applicant's Justification for Modification #9:

In a normal situation within the NCL the carriage house would be located behind the primary residence and contain 1 bedroom, requiring 1 parking space. Along with the primary residence the total amount of parking required would be 3 parking spaces for the site (2 primary residence + 1 carriage house). In this situation because of the definition of Article 5 of a carriage house what would normally be the labeled as a primary residence has been labeled the carriage house. This creates an unreasonable amount of parking that would be required, 6 total spaces (2 primary residence + 4 carriage house). Given that the normal situation would require 3 spaces it is requested that the 3 provided be accepted.

Staff Finding:

Staff finds that the request for a Modification of Standard to section 4.7(F)(3)(a)(2) is justified by the applicable standards in 2.8.2(H)(1).

- C. The granting of the Modification would not be detrimental to the public good
- D. The project design satisfies 2.8.2(H)(1): *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.*

The purpose of this standard is to provide ample parking for carriage houses. Due to the definition of a carriage house in Article 5, what would normally be considered the principal structure on this lot has to be considered the carriage house. This would result in a minimum of four parking spaces required since the carriage house, in this case, has four bedrooms. Normally, a carriage house of this size would not be allowed due to limitation on the size of carriage houses in the NCL zone. On a standard lot in the NCL, the smaller unit proposed as part of this development would be located behind the larger unit. In that instance, the Land Use Code requires three parking spaces: two for the larger unit since it has less than 40 feet of street frontage and one for the carriage house. Since the carriage house, in this case, will function as the principal structure despite having to be called the carriage house, staff finds that requiring five parking spaces due to an issue with a definition would not result in a better plan. As such, staff finds the proposal with three parking spaces is equal to or better than a compliant plan and would satisfy the parking needs of site residents and visitors.

3. Compliance with Article 3 of the Land Use Code – General Development Standards:

The project complies with all applicable General Development Standards as follows:

A. Section 3.2.1(D)(2) - Tree Planting Standards - Street Trees

The Land Use Code requires canopy shade trees to be planted at 30'-40' spacing in the center of parkway areas where the sidewalk is detached from the street. Elizabeth Street contains one Buckeye tree in the parkway. The proposed landscape plan shows this tree to remain in place with two additional American Lindens planted in the parkway to meet this standard.

B. *Section 3.2.1(D)(3) – Minimum Species Diversity*

Projects with 10-19 trees may not have one species make up more than 50% of the overall number of trees. None of the trees makes up more than 50% of the total number of trees.

C. *Section 3.2.1(D)(4) – Tree Species and Minimum Sizes*

All of the proposed landscaping meets the minimum sizes required per the table below.

Type	Minimum size
Canopy Shade Tree	2.0" caliper balled and burlapped or equivalent
Evergreen Tree	6.0' height balled and burlapped or equivalent
Ornamental Tree	1.5" caliper balled and burlapped or equivalent
Shrubs	5 gallon or adequate size consistent with design intent
Canopy Shade Tree as a street tree on a Residential Local Street Only	1.25" caliper container or equivalent

D. *Section 3.2.1(E)(1) – Buffering Between Incompatible Uses and Activities*

This section requires incompatible uses to provide enhanced landscape screening from other nearby uses. Since the NCL zone does not allow offices, this standard applies. The applicant proposes a series of evergreen trees, and evergreen and deciduous shrubs, to buffer from the new house. The applicant also proposes to keep the existing lilac hedge on the west property line to maintain buffering from the adjacent single-family home to the west.

E. *Section 3.2.1(E)(3)(b) – Hydrozone Table*

All proposed landscaping should be designed to incorporate water conservation materials and techniques. The annual water use should not exceed 15 gallons/square foot over the site. The proposed landscaping uses low water use plants and has an overall annual water budget of 6.5 gallons/square foot.

F. *Section 3.2.1(E)(4) - Parking Lot Perimeter Landscaping*

Parking lots with six or more spaces must be screened from abutting uses and the street through fences or walls in combination with plant material. The proposed landscape plan shows both a fence and a series of shrubs to screen the new parking area from adjacent properties. These shrubs consist of both evergreen and deciduous varieties to provide visual interest and year-round screening in the case of the evergreen shrubs.

G. *Section 3.2.1(E)(5) – Parking Lot Interior Landscaping*

Parking lots with six or more spaces must contain landscaping on 6% of their interior area. The landscape plan shows bulb outs with canopy shade trees and shrubs in accordance with this standard.

H. *Section 3.2.1(F) – Tree Protection and Replacement*

To the extent feasible, existing significant trees should be preserved. Most of the trees on the site will be protected per the landscape plan. A number of trees in fair or poor health exist on the site currently but are proposed to be removed as part of this plan. The tree mitigation plan submitted shows six trees slated for removal. Removing these six trees requires 5.5 mitigation trees per the City Forester. The proposed landscape plan shows 10 mitigation trees on-site in the form of upsized trees. Each mitigation tree satisfies the caliper size requirement for a mitigation tree.

I. *Section 3.2.2(C)(4)(b) - Bicycle Parking Space Requirements*

Offices require one bicycle parking space per 4,000 square feet or a minimum of four spaces if the office is smaller than 16,000 square feet. 20% of these spaces must be in enclosed locations while fixed racks may be used for the remaining 80%. The site plan shows three spaces provided by fixed racks and one space inside the office, which meets this standard.

J. *Section 3.2.2(C)(5) - Walkways*

Walkways must be provided to link sidewalks with building entries through parking lots. These walkways must also provide direct connections to off-site pedestrian and bicycle destinations. The site plan shows a sidewalk

connection leading directly from the entrance of the office to the sidewalk along Elizabeth Street. For the residential lot, the driveway functions as the connection to the sidewalk along Elizabeth Street.

K. *Section 3.2.2(C)(6) – Direct On-Site Access to Pedestrian and Bicycle Destinations*

The on-site pedestrian and bicycle circulation system must be designed to provide, or allow for, direct connections to major pedestrian and bicycle destinations. The site provides walkway connections to the sidewalk along Elizabeth and provides access to Elizabeth for bicyclists.

L. *Section 3.2.2(D) – Access and Parking Lot Requirements*

All vehicular use areas in any proposed development shall be designed to be safe, efficient, convenient and attractive, considering use by all modes of transportation that will use the system. The proposed parking area meets these requirements by providing unobstructed access to vehicles, separating modes, and providing parking in an appropriate location.

M. *Section 3.2.2(E) - Parking Lot Layout*

The proposed parking lot layout is consistent with requirements of the Land Use Code in regards to circulation routes, orientation, and points of conflict.

N. *Section 3.2.2(K) – Off-Street Parking Requirements*

The table below shows how the project complies with the parking requirements for both uses. The staff report covers the carriage house parking requirements separately since that standard is contained in Article 4.

Table 1 - Parking Standards

Use	Parking Minimum	Parking Maximum	Parking Provided
Medical Office	3 spaces (2 * 1.231)	6 spaces (4.5 * 1.231)	6 spaces
Single-family detached	2 spaces (less than 40' frontage)	N/A	2 spaces

O. *Section 3.2.2(K)(5) - Handicap Parking*

Parking lots with 1-25 parking spaces are required to provide one handicap parking space with an 8-foot access aisle to make the space van accessible. The site plan shows one handicap parking space, which is in close proximity to the main entrance to the office. The site plan also shows the handicap space having an 8-foot access aisle to make the space van accessible.

P. *Section 3.2.2(L) – Parking Stall Dimensions*

Head-in parking spaces must be at least 19 feet deep and 9 feet wide. Stalls may be 17 feet deep if there is a landscape area at least six feet deep that allows cars to overhang and the stall has wheel stops. All of the proposed parking stalls are 17 feet deep with wheel stops and abut a landscape area more than six feet deep.

Q. *Section 3.2.3 - Solar access, orientation, shading*

All developments must be designed to accommodate active and/or passive solar installations and must not deny adjacent properties access to sunshine. The proposed building is designed and located to minimize the casting of shadows on adjacent properties and could accommodate future active and/or passive solar installations.

R. *Section 3.2.4 - Site Lighting*

The proposed lighting plan is consistent with the requirements of the Land Use Code in regards to the general standard, lighting levels and design standards.

S. *Section 3.2.5 - Trash and Recycling Enclosures*

Trash and recycling enclosures must be provided in locations abutting refuse collection or storage areas, shall be designed to allow walk-in access without having to open the main service gate, shall be screened from public view and shall be constructed on a concrete pad. The proposed trash and recycling enclosure abuts the alley, allows walk-in access without having to open the main service gate, is screened from public view, and is built on a concrete pad.

T. *Section 3.3.1(B) – Lots*

Lots must meet the minimum lot size requirements of the underlying zone and provide vehicular access to a public street. Both lots meet the minimum lot size requirements of the underlying zone. The home will achieve vehicular access to Elizabeth Street through an easement on the office lot, which complies with this standard.

U. *Section 3.6.6 – Emergency Access*

The proposal meets the standards for providing adequate access for emergency vehicles and emergency service providers as required in Chapter 9 of the City Code, which satisfies this code section.

4. **Compliance with Article 4 of the Land Use Code – Neighborhood Conservation, Low Density (NCL), Division 4.7:**

The project complies with all applicable Article 4 standards as follows:

A. *Section 4.7(B)(2)(a) – Permitted Uses*

Single-family detached dwellings when there is more than one (1) dwelling on the lot or when the lot has only alley frontage is an allowed use subject to administrative review.

B. *Section 4.7(D)(1) – Required Lot Area*

The minimum lot size required for a single-family detached home with a carriage house is 12,000 square feet (6,000 square feet per dwelling unit). The lot at 811 E Elizabeth is 21,710 square feet.

C. *Section 4.7(D)(2)(a)(3) – Allowable Floor Area on Residential Lots*

For residential lots with more than 10,000 square feet, the allowable floor area shall not exceed 30% plus 250 square feet for a detached accessory structure. 30% of 21,710 square feet equates to 6,513 square feet. The proposal shows 6,102 square feet of floor area.

D. *Section 4.7(D)(2)(a)(4) – Allowable Floor Area on Non-residential Lots*

For lots containing non-residential uses, the allowable floor area shall not exceed 40% of the lot area. The office lot is 7,840 square feet, which

means the maximum floor area is 3,136 square feet. The office contains 1,231 square feet of floor area.

E. *Section 4.7(D)(3) – Allowable Floor Area on Rear Half of Lots*

The allowable floor area on the rear half of the lot shall not exceed 25% of the rear 50% of the lot. For the office lot, the maximum floor area allowed in the rear half is 980 square feet ($3920 * .25$). The office lot contains 784 square feet of floor area in the rear half of the lot. Modification #2 deals with the allowable floor area in the rear half of the residential lot.

F. *Section 4.7(E) – Dimensional Standards*

The NCL zone district has various setback and building height standards. Barring the minimum lot width and building height, the proposed plan meets all of the dimensional requirements of the zone district. Please note that for the residential lot that the front yard setback is measured from the portion of the lot that abuts Elizabeth Street.

Table 1 - Dimensional Standards

	Standard	Provided
Min. lot width	See modification request #4	See modification request #4
Min. front yard setback	15 feet	103 feet
Min. rear yard setback	5 feet	67 feet
Min. side yard setback	8' on the west, 6' on the east	9'-9 1/2" on the west, 11'-5 3/4" on the east
Max. building height	See modification request #5	See modification request #5

G. *Section 4.7(F)(1) – Building Design*

The proposed building meets all applicable building design standards with two exceptions discussed earlier in this staff report (accessory building setback and second floor overhang). The proposed building has exterior walls at right angles, the primary entrance on the front wall, a front porch that is not more than one story in height, a roof pitch between 2:12 and 12:12, a front porch that meets the requirements for front façade character, and a one-story element on the west side of the building, all in accordance with this code section.

H. *Section 4.7(F)(2) – Bulk and Massing*

The accessory structure meets the height requirement of not exceeding 20 feet in height. The other two standards in this section require a modification. This staff report discussed these two standards in an earlier section.

I. *Section 4.7(F)(3)(c) - Additional Review Criteria for Carriage Houses and Accessory Buildings With Habitable Space*

The proposed plan is consistent with this code section by providing a separate 120 square foot yard area for the carriage house, minimizing windows and openings that look onto adjacent properties, and maintaining natural resources.

5. Findings of Fact/Conclusion:

In evaluating the request for the Elizabeth Subdivision Project Development Plan, Staff makes the following findings of fact:

- A. The Project Development Plan complies with the process located in Division 2.2 – Common Development Review Procedures for Development Applications of Article 2 – Administration.
- B. The Modification of Standard to Section 3.2.2(J) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H), in that the granting of the Modification would not be detrimental to the public good and that by reason of physical hardship, the strict application of this code standard would result in unusual or exceptional practical difficulties.
- C. The Project Development Plan complies with relevant standards of Article 3 – General Development Standards, provided the modification to Section 3.2.2(J) is approved.
- D. The Modification of Standard to Section 4.7(D)(3) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H), in that the granting of the Modification would not be detrimental to the public good and the proposal submitted is equal to or better than a proposal that would meet the code.
- E. The Modification of Standard to Section 4.7(D)(4) that is proposed with this Project Development Plan meets the applicable requirements of Section

2.8.2(H), in that the granting of the Modification would not be detrimental to the public good and the proposal submitted is equal to or better than a proposal that would meet the code.

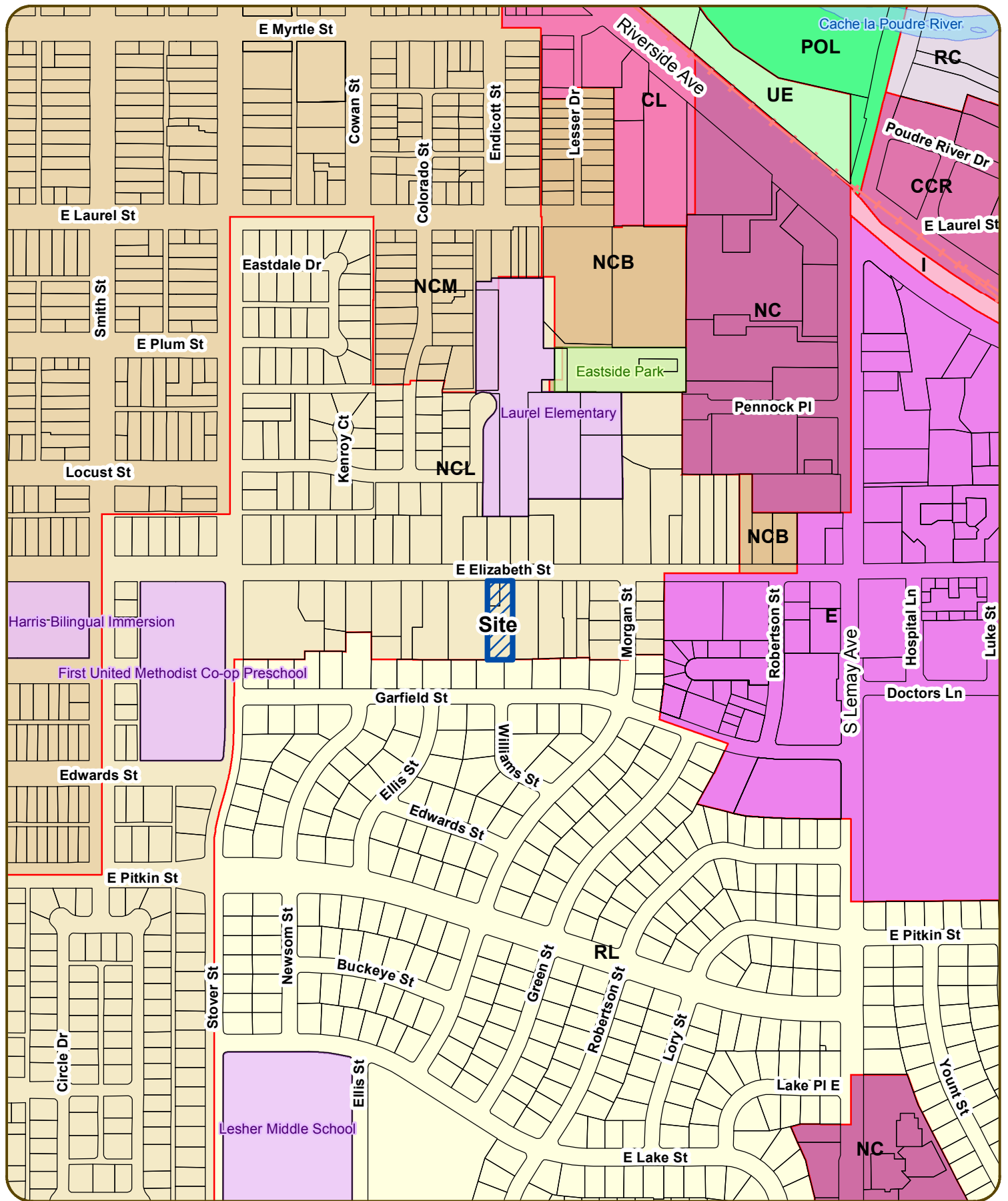
- F. The Modification of Standard to Section 4.7(E)(1) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H), in that the granting of the Modification would not be detrimental to the public good and that by reason of physical hardship, the strict application of this code standard would result in unusual or exceptional practical difficulties.
- G. The Modification of Standard to Sections 4.7(E)(5) and 4.7(F)(2)(a)(1) that are proposed with this Project Development Plan meet the applicable requirements of Section 2.8.2(H), in that the granting of the Modifications would not be detrimental to the public good and the proposal submitted is equal to or better than a proposal that would meet the code.
- H. The Modification of Standard to Section 4.7(F)(1)(c) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H), in that the granting of the Modification would not be detrimental to the public good and the proposal submitted is equal to or better than a proposal that would meet the code.
- I. The Modification of Standard to Section 4.7(F)(1)(b) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H), in that the granting of the Modification would not be detrimental to the public good and the proposal submitted is equal to or better than a proposal that would meet the code.
- J. The Modification of Standard to Section 4.7(F)(2)(d) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H), in that the granting of the Modification would not be detrimental to the public good and the proposal submitted is equal to or better than a proposal that would meet the code.
- K. The Modification of Standard to Section 4.7(F)(3)(a)(2) that is proposed with this Project Development Plan meets the applicable requirements of Section 2.8.2(H), in that the granting of the Modification would not be detrimental to the public good and the proposal submitted is equal to or better than a proposal that would meet the code.
- L. The Project Development Plan complies with relevant standards located in Division 4.7 Neighborhood Conservation, Low Density (NCL) of Article 4 – Districts, provided the modifications to Sections 4.7(D)(3), 4.7(D)(4), 4.7(E)(1), 4.7(E)(5), 4.7(F)(2)(a)(1), 4.7(F)(1)(c), 4.7(F)(1)(b), 4.7(F)(2)(d), and 4.7(F)(3)(a)(2) are approved.

RECOMMENDATION:

Staff recommends approval of the modification requests and Elizabeth Subdivision, PDP160046.

ATTACHMENTS:

1. Zoning & Site Vicinity Map
2. Applicant's Modification of Standard Requests
3. Elizabeth Subdivision Planning Document Set (Plat, Site Plan, Landscape Plan, and Architectural Elevations)
4. Elizabeth Subdivision FAR Diagrams



1 inch = 500 feet

Elizabeth Subdivision Zoning & Vicinity Map



Elizabeth Subdivision Project Narrative:

The existing lot at 811 East Elizabeth was developed as a commercial lot prior to the lot being annexed into the City limits.

There are several unusual site conditions that make this a one of a kind lot within the NCL zone district. Several of the modifications listed below would be needed to develop this lot even as a single family home only located with the residential lot limits.

Lot size:

The current lot is 29,550 sf (0.678 acres) with an overall lot depth of 295' and width of 100'. With the commercial building and parking lot only needing approximately 0.18 acres it leaves a large area of the lot (0.498 acres) that is ideal for residential infill.

Existing Commercial Use:

The lot currently has an existing commercial building (1,231 sf) located on the front half of the lot. With the re-plat for the residential lot the existing commercial development parking area has been redesigned to meet current Land Use code requirements. Working with the existing commercial building location a new lot has been designed to include emergency access within the 24' drive lane, 6 parking spaces (1 accessible), bike parking, and a pedestrian connection extended to continue an existing walk to the rear of the building and new trash/recycling enclosure. New landscaping will be added around the parking lot and along front of the building and street ROW and between the residential and commercial lot.

Residential Access:

Working with the existing commercial building, new commercial parking lot, and existing residential drive to the east (815 E. Elizabeth St.), city staff consensus was to have a shared entry point along East Elizabeth Street for both the residential and commercial lot. A 20' width front lot line has been provided along East Elizabeth Street, thus creating a flagpole lot. This flagpole lot condition has affected the rear lot floor area with the mid point of the lot being required to take into account the length of the flagpole.

Lack of Alley Access:

Another unique feature to this lot is the lack of an alley along the rear lot line. Typically a lot with a depth of almost 300' would have an alley along the rear lot line.

Emergency Access for Single Family Home:

During the design process it was determined that emergency access to this lot would be the largest hurdle to effectively cross. Working with PFA and the stated requirements an emergency access is being provided from the drive lane of the commercial lot as it was determined that providing access from the residential entrance drive would result in a large turnaround or hammerhead similar to what is shown in **Exhibit 1.1**, without the carriage house. This will give PFA the needed access from the commercial parking lot to reach a residential home with the hose layout requirements. A cross property access agreement will be formed that will prevent a fence, hedge or any other barrier to be erected that would prevent access from the commercial lot to the residential lot.

Emergency Access for Single Family Home and Carriage Home

PFA requires a turn around or hammerhead for a truck if they have to back up in a straight line more than 150 ft. Due to the existing building and parking lot layout a turn around would have to be provided within the residential lot for access into the rear lot located carriage house. As shown in attached **Exhibit 1.1** this would place an exceptionally large amount of pavement on the residential lot and destroy the residential feel of the lot, usable landscape area and character of the neighborhood as well as create a large amount of unnecessary area of impervious pavement. The added turn around also pushes a carriage house within 15' of the rear property line. This would have a much larger impact on the rear neighbor than what the current plan is showing. The turn around approach would also prevent the residential owner from sustainably using the existing accessory structure as a garage for required parking, as that building would need to be demolished in order to accommodate the area required for the turn around.

Article 5 Constraints

Article 5 of the Fort Collins Land Use code defines as a Carriage House as, "a single-family detached dwelling, typically without street frontage, that is located behind a separate, principal dwelling on the same lot, which fronts on the street."

Throughout the design process the design team and planner have worked to create the most ideal plan that works with the above constraints and meet as many of the code requirements as possible. It is necessary, however, to locate the carriage house in front of the primary residence in order to maintain emergency access, work with the existing commercial building, updated parking lot and reduce the large pavement areas that would otherwise be required for emergency access.

Per the direction of Fort Collins Planning and Zoning the plans have been labeled with the larger residence being called the carriage house and the small front unit the Primary Residence. Modification requests have been submitted that address that issues that this creates with allowable floor area, parking, building heights etc.

In conclusion, this lot is a unique lot to the NCL district that will not be duplicated anywhere else within the district.

Elizabeth Subdivision Modification Requests for Residential Lot:

1. Rear Lot Floor Area

Land Use Code Section 4.7(D)(4):

Allowable Floor Area on Rear Half of Lots. The allowable floor area on the rear half of a lot shall not exceed twenty-five (25) percent of the area of the rear fifty (50) percent of the lot.

Modification Request Standard Used: #3:

By reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant

Proposed: The rear lot floor area is exceeded by 1,311 sf

The rear floor area for the lot is shown as exceeding the maximum amount by 1,311 sf. If one were to look at this from three different perspectives the proposed plan would meet or be only slightly over.

- Primary Residence in back and Carriage in Front: If the proposed plan were to be labeled with the primary house being in the back and the carriage house in front the basement floor area would not be required to be taken into account as it is not 3' above grade (Section 4.7(2)(b)(2)). This scenario would not exceed the rear lot floor area. As discussed above, Article 5 defines a carriage house as behind the primary and therefore the plans cannot be labeled with this approach.
- Flagpole creating skewed mid lot line: If the mid lot line did have to take into account the flagpole portion of the lot then the mid lot line would move further south. As the plan is shown with the carriage house in the rear and primary residence in front this would result in only 140 sf over the maximum allowed amount. Please see attached **Floor Area Diagram – Theoretical A-3.**
- Lot without Commercial Building: This lot is the only lot within the NCL district that has a commercial building located on it. As mentioned in the project narrative this was built prior to the lot being annexed into the City limits. In a normal case the Primary Residence would be located roughly where the commercial building is. This would never then create an issue with the carriage house and rear lot floor area being exceeded.

2. Dwelling Unit Behind Principle Building Floor Area

Land Use Code Section 4.7(D)(4):

Residential. Any new single-family dwelling that is proposed to be located behind a street-fronting principal building shall contain a maximum of eight hundred (800) square feet of floor area unless such new single-family dwelling contains a two-car garage, in which case it shall contain a maximum of one thousand (1,000) square feet of floor area, including the garage. Floor area shall include all floor space within the basement and first floor plus that portion of the floor area of any second story having a ceiling height of at least seven and one-half (7½) feet. A new single-family dwelling may be located in any area of the rear portion of such lot, provided that it complies with the setback requirements of this District and there is at least a ten-foot separation between structures. The building footprint for such single-family dwelling shall not exceed six hundred (600) square feet.

Modification Request Standard Used: #3:

By reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant

Proposed: Carriage House Floor area is 4,175 sf

The Elizabeth Subdivision is proposed as a re-plat of a single lot with an existing commercial building and parking lot. The large size of the lot (0.68 ac) makes it an ideal location to allow for infill. Due to the nature of the existing commercial building and parking area the residential lot has by default become a flag shape lot with a 20' wide access portion on the east (see modification request #3). The overall depth of the residential lot is over 294'. Because of this, locating the carriage house behind the principle residential home is virtually impossible due to access and emergency access requirements. Per Poudre Fire Authority (PFA), the following requirements must be met for fire protection and safety:

- a) A fire hydrant within 400' of home
- b) General fire access within 150' of building along an approved path

Per conversations with PFA one requirement may be offset with a sprinkler system, but not both. Due to the distance from a fire hydrant the access requirement would need to be met. In order to provide the required access and turnaround area for a fire truck the overall site plan would be similar to what is shown in **EXHIBIT 1.1.**

As discussed above the carriage house definition cannot be modified, therefore what would normally be a primary residence is now a carriage house by definition. The proposed floor area for the Carriage house is 4,175 s.f.

3. Minimum lot width 40'

Land Use Code Section 4.7(E)(1):

Minimum lot width shall be forty (40) feet.

Modification Request Standard Used: #3:

by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant

Modification Request Standard Used: #4:

the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan, and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2.

Proposed: A 20' street frontage lot width

The existing lot has a lot width of 100'. In the proposed plan the commercial lot would have 80' of street frontage, with 20' becoming the residential lot frontage along Elizabeth. The street frontage has been broken up in this way to accommodate the existing 1,231 sf medical office building and small parking lot that serves this building. The existing parking lot is being brought up to current code requirements for layout and landscaping with this development plan. In order to provide the street frontage property line within the confines of the existing east and west property lines and the commercial parking area drive and east residential lot the street frontage was set at 20'. Due to driveway spacing concerns with the existing commercial lot and residential drive to the east the entry point for both the commercial and residential lot will be shared at the existing access point with a platted access easement.

4. Maximum Building Height

Land Use Code Section 4.7(E)(5) and 4.7(F)(2)(a):

4.7(E)(5) Maximum building height shall be two (2) stories, except for carriage houses, and accessory buildings containing habitable space, which shall be a maximum of one and one-half (1 ½) stories.

4.7(F)(2)(a) Maximum building height shall be two (2) stories, except in the case of carriage houses, and accessory buildings containing habitable space, which shall be a maximum of one and one-half (1 ½) stories.

Proposed:

Both the primary residence and carriage house are proposed as more than a story and a half but less than a typical two-story structure. The Land Use Code defines a half story as having ***"the line of intersection of the roof and wall face not more than three (3) feet above the floor level"***. The proposed structures will have such line of intersection at 8 and one-half feet above the floor level. The portion of the primary residence, in the front half of the lot, complies with the standard but the remainder of the primary residence and the carriage house exceed the standard.

As described in the previous modifications, the subject lot is highly unusual with the majority of the front portion of the lot being the "skinny" portion of a flag lot and thus this modification is primarily justified by reason of **exceptional physical conditions**. Due to the unique site conditions, all of the structures are placed much further back on the lot than would be normal. The condition is further exacerbated by the sustainably minded desire to preserve the existing barn/garage structure at the front of the lot., thus pushing the home even further to the rear. If the dividing line between the front and rear lot halves were to be positioned at the middle of the rear, wider portion of the lot, as would be more typical, all of the primary residence would be in compliance.

Furthermore, since the carriage house's smallest setback still significantly exceeds the required setback the proposed solution impacts the adjacent properties **equally well or better** than would a shorter building structure that is placed at the minimum allowed setback. See the North and South Elevations of the PDP drawings for an illustration of this.

The large trees, in existence along the east property line, further mitigate the impact of the new structures on the adjacent property. An image is provided below that approximately recreates the view of the eastern adjacent house looking to the southwest towards the primary residence.



view from House to the East

The impact of any of the new structures on the Elizabeth Street frontage is minimal, as the site conditions dictate it to be virtually buried from view behind the commercial use in front. Further, there is significant landscape mitigation proposed as a buffer between the commercial and residential uses that will further conceal the carriage house from the street.

It also should be noted that a very intentional effort has been made to break the overall massing of the project into a series of small scaled, gable & porch masses in order to sensitively integrate with the neighboring structures.

5. **Garages shall have Front Yard Setback that is at least 10' greater than the Principle Building**

Land Use Code Section 4.7(F)(1)(c):

Accessory buildings and attached garages shall have a front yard setback that is at least ten (10) feet greater than the front setback of the principal building that is located on the front portion of the lot.

Modification Request Standard Used: #1:

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

Proposed:

The above code section that addresses garages behind principle buildings was written with the intent of creating a street frontage that is not dominated by garage doors and provides 25 feet for off street parking in driveways when homes are at the minimum 15'-0" setback. The residential home on this lot has a 138' setback from the proposed Elizabeth Street R.O.W. to the proposed carport and garage attached to the primary residence and carriage house. In addition to this setback, there is heavy landscape buffering and screening proposed between the existing commercial building parking lot and the residential lot. The side loading/single car garage door is not exposed or facing the commercial property and creates a better aesthetic value for that property. Existing large lilac screen hedges and new residential landscaping within the yard will screen for the adjacent owner to the west. The existing structure that will be used as a garage on site will be further concealed from the public ROW with new landscaping. In order to pursue sustainable practices the owner has chosen not to remove this structure. The garage door for this structure also faces into the site and not toward the public ROW.

6. **Maximum Second Floor Overhang**

Land Use Section 4.7(F)(1)(d):

A second floor shall not overhang the lower front or side exterior walls of a new or existing building.

Proposed:

The proposed second floor does not overhang the lower floor other than in the area where a carport is tucked under it. Since the code is silent on how carports are treated for this condition, this modification is provided.

It is believed that the intent of this requirement is to disallow structures that are overly top heavy or bulky, particularly in relationship to the mass of the floor below them. Since a carport is provided below the "overhang" and since this carport is integrated into and even enhances the architecture **equally well or better** than would a solution that simply proposed a two-car garage, it is believed this solution is justified.

7. **Required Eave Height**

Land Use Code Section 4.7(F)(2)(b):

The exterior eave height of an eave along a side lot line shall not exceed thirteen (13) feet from grade for a dwelling unit located at the rear of the lot or an accessory building with habitable space.

Proposed:

The highest exterior eave height of the building is proposed to be Twenty-One (21) feet.

As described in the previous modifications, the subject lot is highly unusual with the majority of the front portion of the lot being the “skinny” portion of a flag lot and thus this modification is primarily justified by reason of **exceptional physical conditions**. Due to the unique site conditions, all of the structures are placed much further back on the lot than would be normal. The condition is further exacerbated by the sustainably minded desire to preserve the existing barn/garage structure at the front of the lot., thus pushing the home even further to the rear. If the dividing line between the front and rear lot halves were to be positioned at the middle of the rear, wider portion of the lot, as would be more typical, all of the primary residence would be in compliance. Furthermore, if the existing structure was not being preserved, all of the new structures would be able to slide further forward to where the carriage house would almost be in compliance as well.

Furthermore, since the carriage house’s smallest side setback still significantly exceeds the required setback the proposed solution impacts the adjacent properties **equally well or better** than would a shorter building structure that is placed at the minimum allowed setback. See the North and South Elevations of the PDP drawings for an illustration of this.

The large trees, in existence along the east property line, further mitigate the impact of the new structures on the adjacent property. An image is provided below that approximately recreates the view of the eastern adjacent house looking to the southwest towards the primary residence.



view from House to the East

The impact of any of the new structures on the Elizabeth Street frontage is minimal, as the site conditions dictate it to be virtually buried from view behind the commercial use in front. Further, there is significant landscape mitigation proposed as a buffer between the commercial and residential uses that will further conceal the carriage house from the street.

Regarding the adjacent property to the west, there is only one sixteen (16) foot wide gable roof that would conflict with the standard and this end of the home is largely mitigated by the existing large lilac hedge that runs all along this portion of the dividing property line.

It also should be noted that a very intentional effort has been made to break the overall massing of the project into a series of small scaled, gable & porch masses in order to sensitively integrate with the neighboring structures.

8. Carriage House Parking Requirements

Land Use Code Section 4.7(F)(3)(a)(2):

A minimum of one (1) off-street parking space must be provided for every bedroom contained within a carriage house.

Modification Request Standard Used: #1:

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

Proposed: 3 total parking spaces would be provided

In a normal situation within the NCL the carriage house would be located behind the primary residence and contain 1 bedroom, requiring 1 parking space. Along with the primary residence the total amount of parking required would be 3 parking spaces for the site (2 primary residence + 1 carriage house). In this situation because of the definition of Article 5 of a carriage house what would normally be the labeled as a primary residence has been labeled the carriage house. This creates an unreasonable amount of parking that would be required, 6 total spaces (2 primary residence + 4 carriage house). Given that the normal situation would require 3 spaces it is requested that the 3 provided be accepted.

Summary

The proposed modifications are all nominal when compared to the entire development that provides high quality, high performing architecture that is sensitive to the character of the surrounding neighborhood, and as such is consistent with the policies of the Land Use Code described in Section 1.2.2 as follows:

- (B) Encouraging innovations in land development and renewal.
- (F) Encouraging patterns of land use which decrease trip length of automobile travel and encourage trip consolidation.
- (J) Improving the design, quality and character of new development.
- (L) Encouraging the development of vacant properties within established areas.
- (M) Ensuring that development proposals are sensitive to the character of existing neighborhoods.

Approval of these requests for Modifications would facilitate a positive infill development. Furthermore, granting these requests would not be detrimental to the public good but would provide for a substantial improvement over the existing conditions of the property.



Elizabeth Subdivision Modification Requests for Commercial Lot:

1. Parking area must be setback from property lines a minimum of 5'-0"

Land Use Code Section 3.2.2(J):

Setbacks. Any vehicular use area containing six (6) or more parking spaces or one thousand eight hundred (1,800) or more square feet shall be set back from the street right-of-way and the side and rear yard lot line (except a lot line between buildings or uses with collective parking) consistent with the provisions of this Section, according to the following table:

	<i>Minimum Average of Entire Landscaped Setback Area (feet)</i>	<i>Minimum Width of Setback at Any Point (feet)</i>
Along an arterial street	15	5
Along a nonarterial street	10	5
Along a lot line *	5	5

Modification Request Standard Used: #3:

by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant

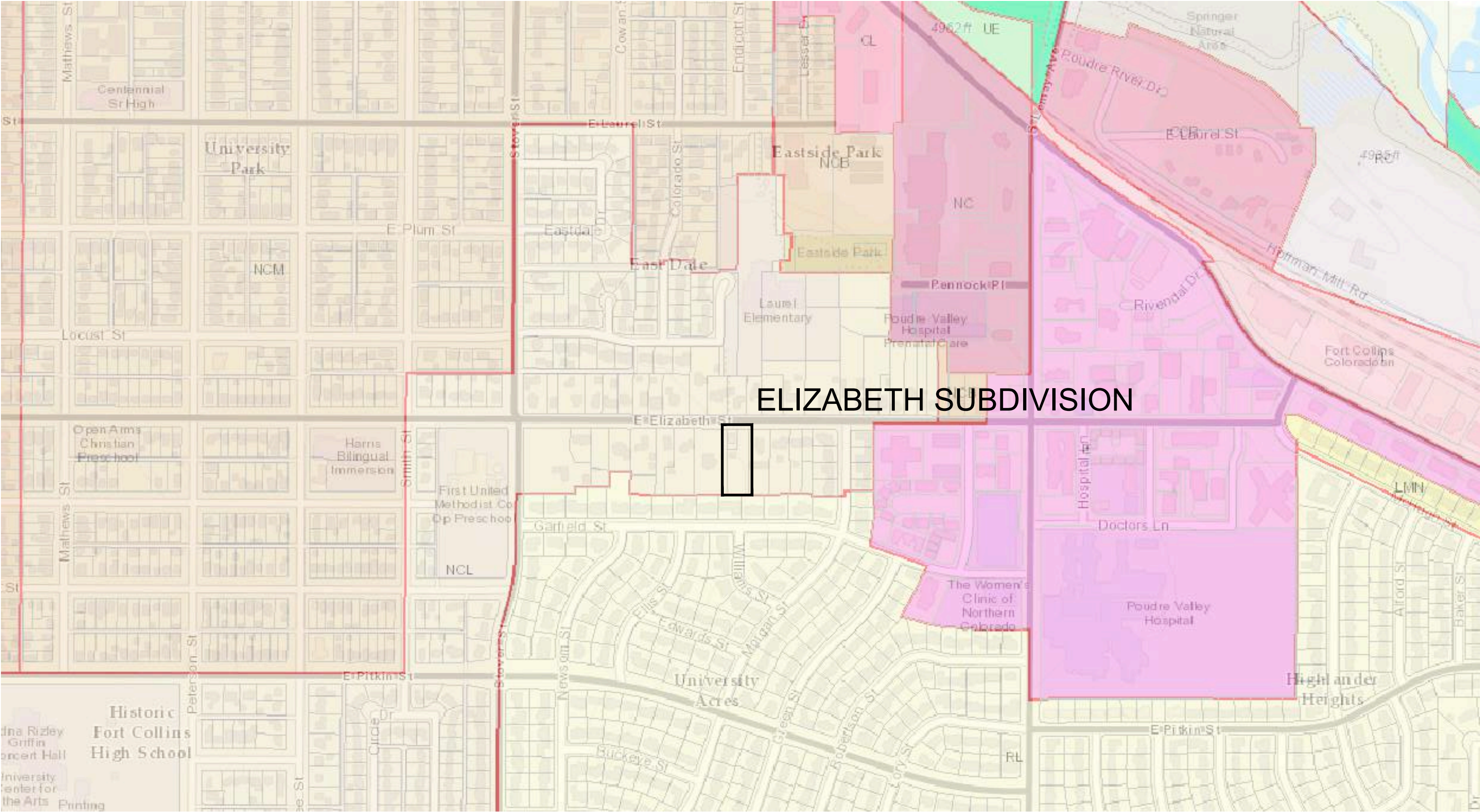
Proposed:

The current parking area for the commercial lot does not meet code requirements; this development plan seeks to bring it up to code requirements. The pedestrian connection from Elizabeth down the east side of the building was extended to continue all along the building façade. Moving eastward from edge of walk a 24' drive aisle was located as well as parking spaces that utilizes the reduced stall depths of 17'-0" and the 2' overhangs. In order to access the residential lot a 12'-0" drive aisle was also accounted for. The remaining area of lot width was broken up to provide landscape buffering from the parking lot, drive and adjacent property. Similarly, the south portion for the parking back up area was divided with the existing accessory structure which yielded at 3'-0" setback from the south lot line of the commercial lot.

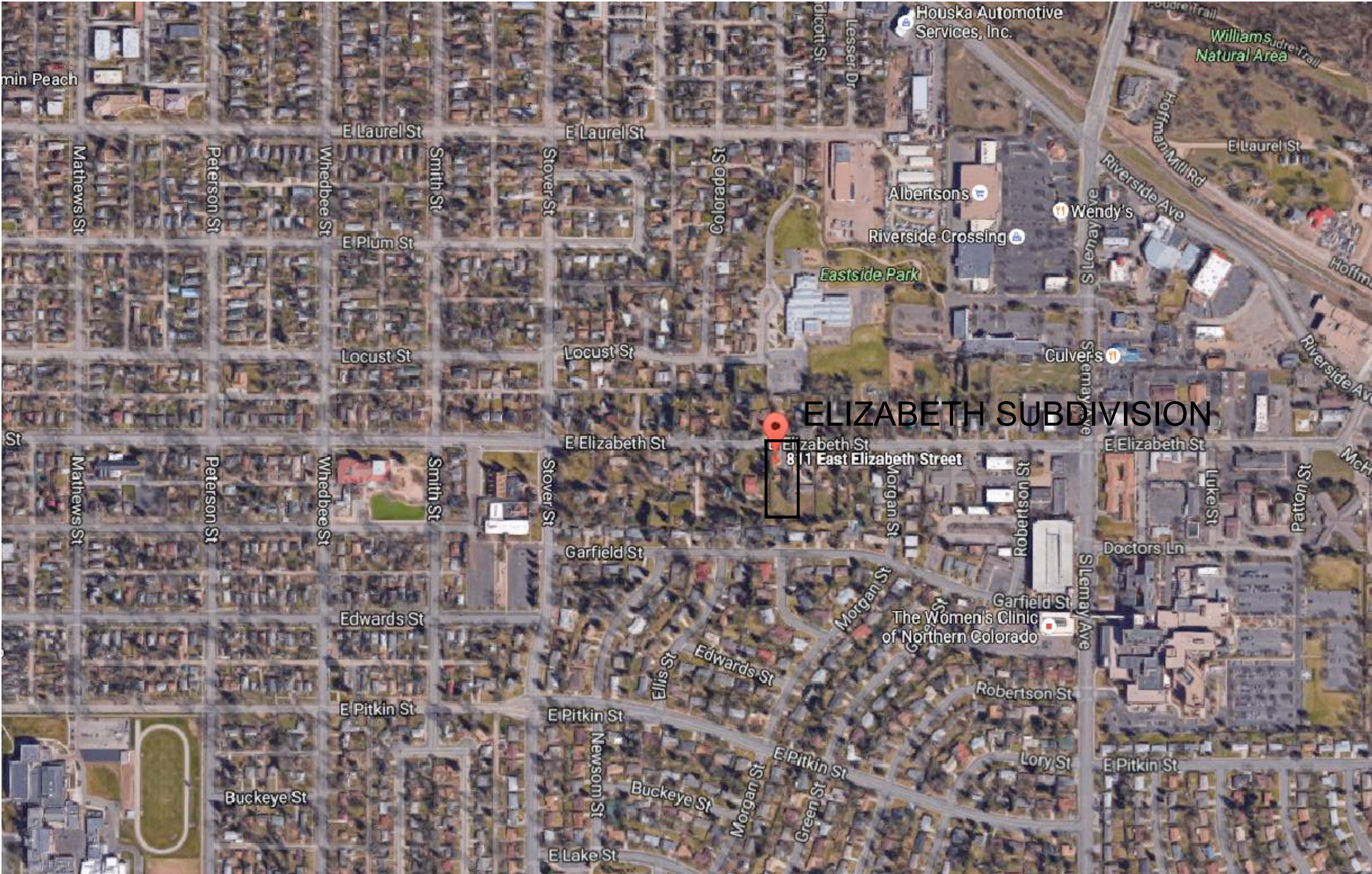
SHEET 1 OF 1

ELIZABETH SUBDIVISION

SITE PLAN



ZONING MAP: NCL DISTRICT



CONTEXT MAP



LEGAL DESCRIPTION:
SITUATE IN THE SOUTHEAST QUARTER OF SECTION
13, TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE
6TH P.M., CITY OF FORT COLLINS, COUNTY OF
LARIMER, STATE OF COLORADO

SHEET INDEX

- LS001 SITE COVER
- SV001 EXISTING CONDITIONS SURVEY
- LS100 OVERALL SITE PLAN
- LS101 SITE ENLARGEMENT PLANS
- LS501 SITE DETAILS

OWNER'S CERTIFICATION
THE UNDERSIGNED DOES/DO HEREBY CERTIFY THAT I/WE ARE THE LAWFUL OWNER'S OF THE REAL
PROPERTY DESCRIBED ON THIS SITE PLAN AND DO HEREBY CERTIFY THAT I/WE ACCEPT THE CONDITIONS
AND RESTRICTIONS SET FORTH ON SAID SITE PLAN.

OWNER (SIGNED) _____ DATE _____

OWNER (SIGNED) _____ DATE _____

(STATE OF _____)
(_____) SS
(COUNTY OF _____)

SUBSCRIBED AND SWORN TO BE BEFORE THIS _____ DAY OF _____, 20____, BY WITNESS MY HAND
AND OFFICIAL SEAL.

NOTARY PUBLIC _____

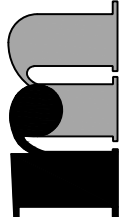
ADDRESS _____

MY COMMISSION EXPIRES _____

COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES DIRECTOR
APPROVED BY THE CURRENT DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES
OF THE CITY OF FORT COLLINS, COLORADO, THIS _____ OF _____, 20____.

COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES DIRECTOR _____

REV.	COMMENT	DATE



russell + mills studios

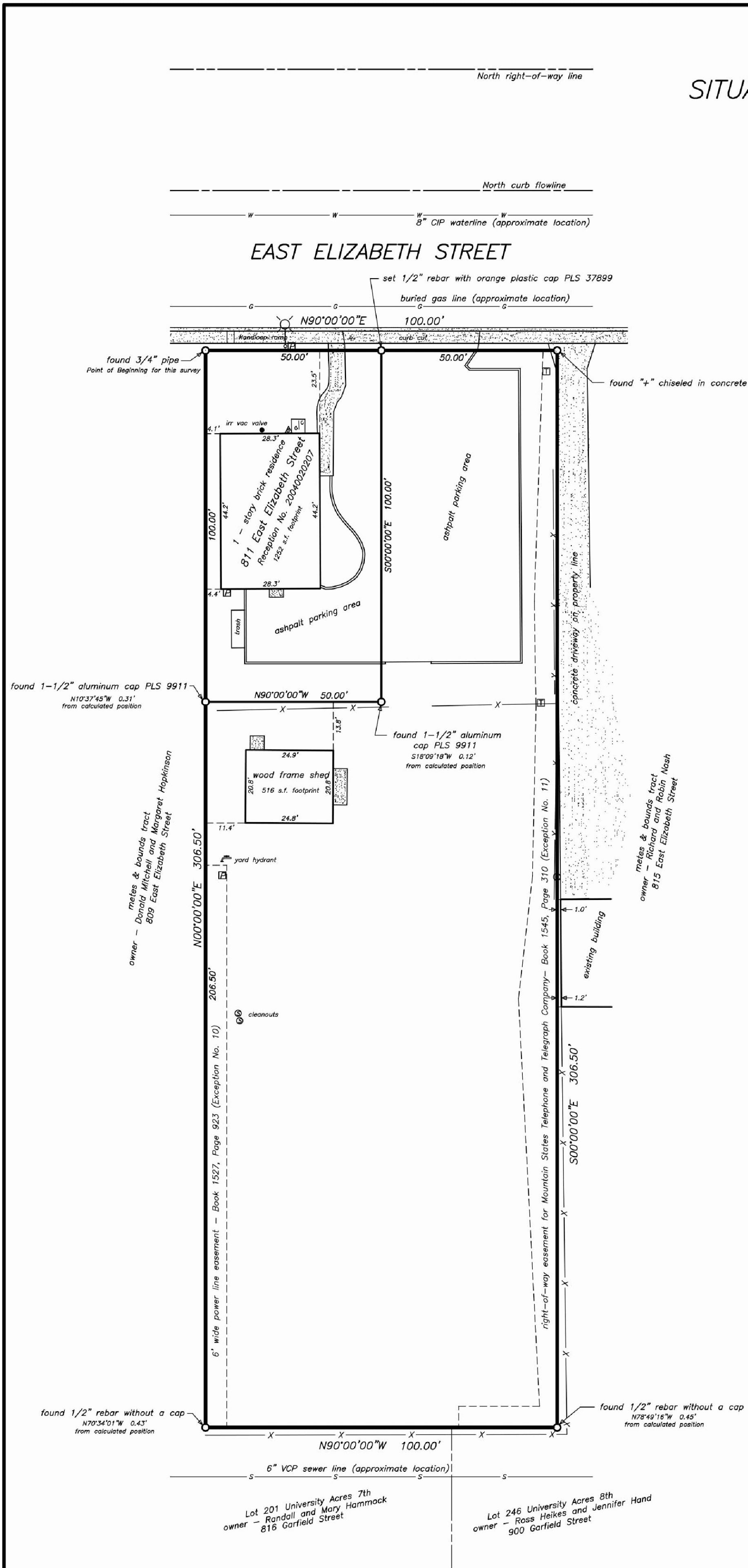
141 s. college ave., suite 104
fort collins, co 80524
p: 970.484.8855
www.russellmillsstudios.com

ELIZABETH SUBDIVISION

SITE COVER

PRELIMINARY DEVELOPMENT PLAN

Date: 08/18/2017
Drawn By: SL
Checked By: CR



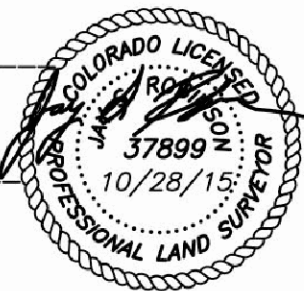
SURVEYOR'S CERTIFICATE:

This survey is made for the benefit of:

Barry Schram
Aaron Peterson
New Era Realty/Your Castle
Micio Real Estate
Wolfe Van Ackern & Cuyper LLP
Hasler Fonfara and Goddard LLP

This is to certify that this map or plat and the survey on which it is based were made in accordance with the "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA and NSPS in 2011, and includes items 1, 2, 3, 4, 7a, 7b(1), 8, 11a, 13, 16, and 18 of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA and NSPS and in effect on the date of this certification, undersigned further certifies that in my professional opinion, as a land surveyor registered in the State of Colorado, the Relative Positional Accuracy of this survey does not exceed that which is specified therein.

Jay S. Robinson
Colorado licensed P.L.S. 37899
Date: October 28th, 2015



LEGAL DESCRIPTION:

PARCEL I:

COMMENCING AT A POINT 1452.5 FEET EAST OF THE INTERSECTION OF THE EAST LINE OF SMITH STREET WITH THE NORTH LINE OF GARFIELD STREET, IN THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO; THENCE NORTH 306.5 FEET TO THE TRUE POINT OF BEGINNING; THENCE EAST 50 FEET; THENCE SOUTH 100 FEET; THENCE WEST 50 FEET; THENCE NORTH 100 FEET TO THE POINT OF BEGINNING; BEING A PORTION OF THE NW 1/4 OF THE SE 1/4 OF SECTION 13, TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE 6TH P.M., COUNTY OF LARIMER, STATE OF COLORADO

PARCEL II:

COMMENCING AT A POINT 1552.5 FEET EAST OF THE INTERSECTION OF THE EAST LINE OF SMITH STREET WITH THE NORTH LINE OF GARFIELD STREET, THENCE NORTH 306.5 FEET TO THE SOUTH LINE OF EAST ELIZABETH STREET; THENCE WEST 100 FEET; THENCE SOUTH 306.5 FEET; THENCE EAST 100 FEET TO THE POINT OF BEGINNING, BEING A PORTION OF THE NW 1/4 OF THE SE 1/4 OF SECTION 13, TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE 6TH P.M., COUNTY OF LARIMER, STATE OF COLORADO; EXCEPT PORTION DESCRIBED IN PARCEL I ABOVE.

TABLE A SPECIFICATIONS:

- Property corners have been found or set.
- The Address of the property is 811 East Elizabeth Street.
- Property is not located in any flood plain, and is located in the Spring Creek Basin, Fort Collins, Colorado.
- The total area of all lots is 30,650 square feet.
- The exterior dimensions of the building at ground level are shown.
- 7a. The square footage of the exterior footprint of the building at ground level is shown for each building.
- 7b(1). All substantial improvements are shown on this plat.
- 11a. All observable evidence of utilities are shown on the plat.
13. This property is bounded on the North by East Elizabeth Street, on the East by a metes & bounds tract owned by Richard and Robin Nash, on the South by Lot 246, University Acres 8th owned by Ross Heikes and Jennifer Hand, as well as Lot 201, University Acres 7th owned by Randall and Mary Hammock, and on the West by a metes & bounds tract owned by Donald Mitchell and Margaret Hopkinson.
16. There is no observable evidence of earth moving work, building construction or building additions within recent months.
18. There is no observable evidence of this site used as a solid waste dump, sump or sanitary landfill.

SCHEDULE B - SECTION 2

per Title Commitment by Land Title Guarantee Company
Order No. FCC25134928
Effective Date - October 15, 2015

EXCEPTIONS:

- Not provided by this survey - not a survey matter
- Not provided by this survey - not a survey matter
- As shown on this survey
- Not provided by this survey - not a survey matter
- Not provided by this survey - not a survey matter
- Not provided by this survey - not a survey matter
- Not provided by this survey - not a survey matter
- Not provided by this survey - not a survey matter
- Not provided by this survey - does not affect the subject property
- As shown on this survey
- As shown on this survey
- Not provided by this survey - not a survey matter

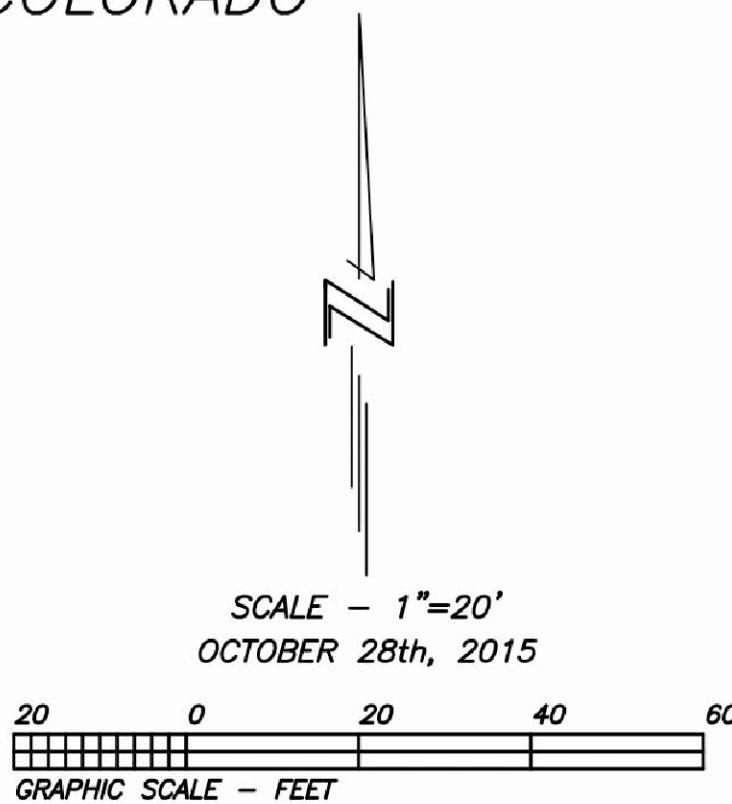
SURVEY NOTES:

- Bearings are based on the assumption that the North line of a parcel as recorded at Reception No. 20040020207 as filed in the Clerk and Recorder's Office of Larimer County, Colorado, as bearing N90°00'00"E.
- The lineal unit of measurement used for the surveying of this property is U.S. Survey Feet.
- Legal description was taken from Reception No. 20040020207 as filed in the Clerk and Recorder's Office of Larimer County, Colorado.
- The certification as shown hereon does not extend to any unnamed party, third party, or the successors and/or assigns of the first party as certified to on this survey plat.
- Stewart & Associates, Inc., and its owners and employees, will not be liable for more than the cost of this A.L.T.A. Survey and then only to the Client specifically shown hereon or in our files by signed work authorization.
- Acceptance and/or use of this instrument for any purpose, constitutes agreement by all parties to all terms stated hereon.

According to Colorado law, you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

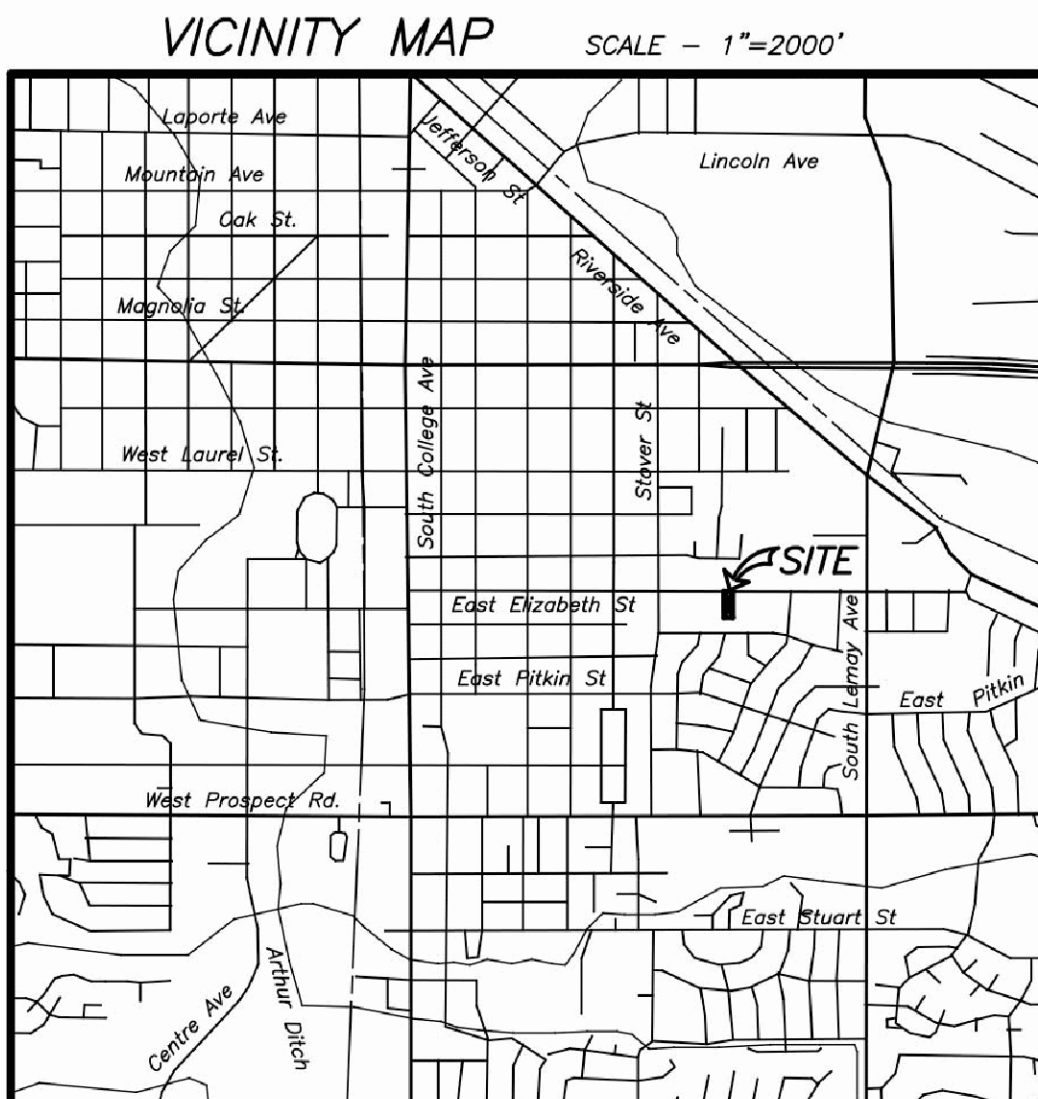
ALTA/ACSM SURVEY PLAT

SITUATE IN THE SOUTHEAST 1/4 OF SECTION 13, TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE SIXTH P.M.,
CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO



LEGEND

- | | |
|-----------------------------|-----------------------------------|
| ① property corner | — — — — — property line |
| ② aliquot corner | — — — — — easement line |
| ③ fire hydrant | — — — — — water line |
| ④ water meter pit | — — — — — sanitary sewer line |
| ⑤ water valve or shut off | — — — — — buried electric line |
| ⑥ sewer manhole | — — — — — gas line |
| ⑦ storm drain manhole | — — — — — storm drain line |
| ⑧ electric meter | — — — — — buried power line |
| ⑨ power pole | — — — — — 6" vertical curb |
| ⑩ electric vault | — — — — — concrete |
| ⑪ street light | — — — — — fence |
| ⑫ area light | — — — — — existing contour |
| ⑬ gas line marker or meter | — — — — — existing spot elevation |
| ⑭ telephone riser box | — — — — — irrigation control box |
| ⑮ cable tv riser box | — — — — — yard hydrant |
| ⑯ bollard | — — — — — access ramp |
| ⑰ area inlet | — — — — — bicycle parking |
| ⑱ sewer service or cleanout | — — — — — buried telephone line |
| ⑲ handicap parking space | — — — — — buried cable tv line |
| | — — — — — buried fiber optic line |



REVISIONS

STEWART & ASSOCIATES
CIVIL ENGINEERS AND LAND SURVEYORS
P.O. BOX 429, FORT COLLINS, COLORADO 80522
PHONE: (970) 482-9331, EMAIL: stewarts@fci.com

CLIENT: AARON PETERSON
11570 COUNTY ROAD 78, EATON COLORADO 80615
PROJECT: TRACT IN SOUTHEAST 1/4 OF SECTION 13-77N-69W
LARIMER COUNTY, COLORADO
TYPE: ALTA/ACSM SURVEY PLAT

JOB NUMBER: 811ELALT
DATE: 10/28/15
PLAT No. 10

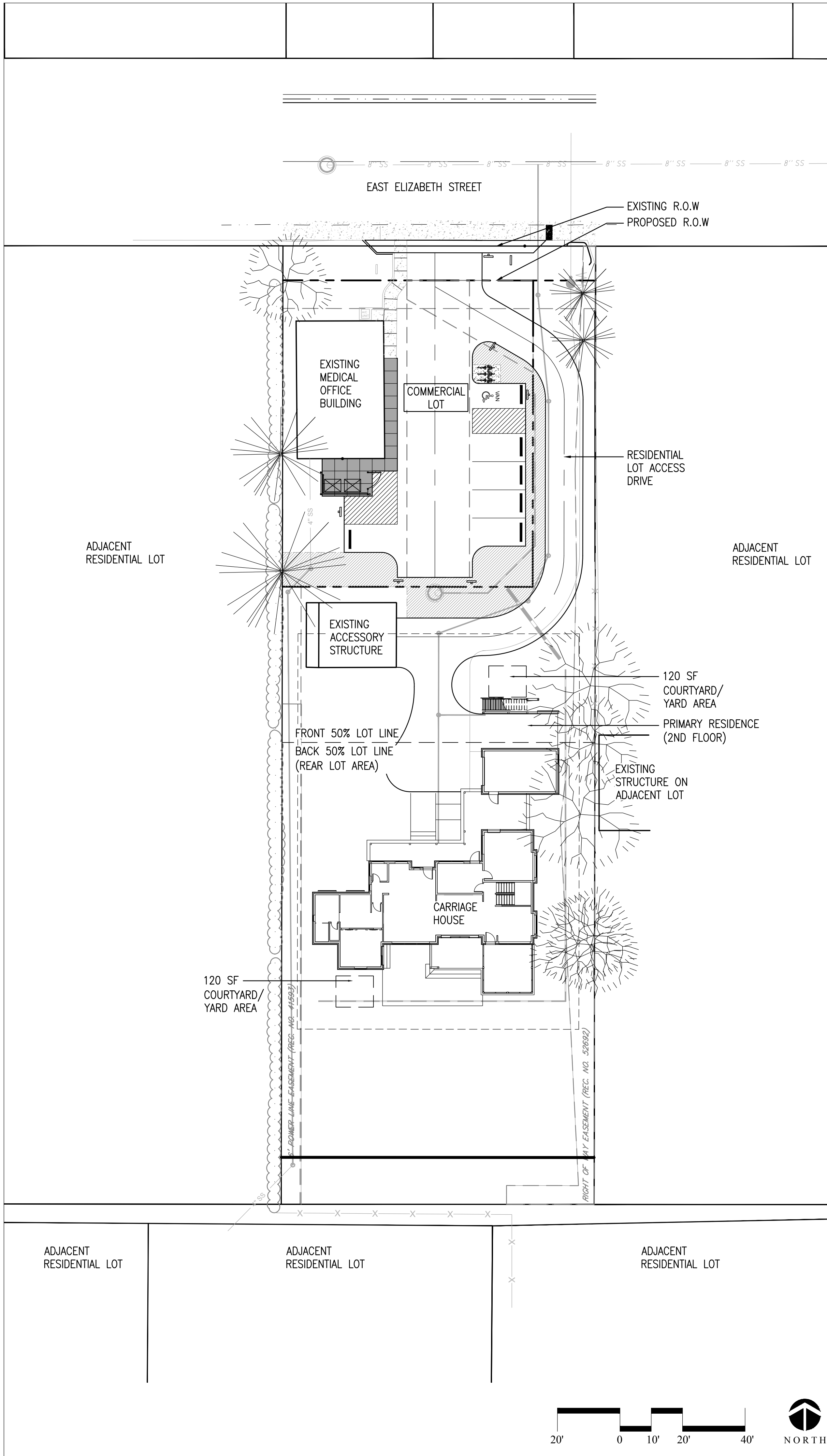
ELIZABETH SUBDIVISION

EXISTING CONDITIONS SURVEY
PRELIMINARY DEVELOPMENT PLAN

Date: 08/18/2017
Drawn By: SL
Checked By: CR

Sheet
SV001

REV.	COMMENT	DATE



EXISTING CONCRETE

CONCRETE – 4" THICK, STD GRAY

CRUSHER FINES PAVEMENT

DRAINAGE & UTILITY EASEMENT

PROPERTY BOUNDARY

RESIDENTIAL BUILDING SETBACK

EASEMENT

BIKE RACK

BOLLARD

EXISTING TREES

PLANTING AREA

PA

GENERAL LAND USE DATA: COMMERCIAL LOT

COMMERCIAL LOT	
EXISTING ZONING	NCL DISTRICT
PROPERTY	7,840 SF (0.18 AC)
EXISTING LAND USE	MEDICAL OFFICE
PROPOSED LAND USE	MEDICAL OFFICE

PROPOSED PROJECT LAND USE DATA	SITE AREA (AC.)	SITE AREA (S.F)	%TOTAL
EXISTING BUILDING	0.03	1,231	15.7
PARKING AND DRIVEWAY	0.09	3,837	48.9
LANDSCAPE AREA (TURF, SHRUB BEDS)	0.05	2,218	28.3
CONCRETE WALKS	0.01	502	6.4
CRUSHER FINES PAVEMENT	0.00	51	0

RIGHT-OF-WAY IMPROVEMENTS	
DRIVEWAY AND SIDEWALK	474
LANDSCAPE AREA	797

REQUIRED PARKING
MINIMUM 2 / 1,000 SF OF MEDICAL OFFICE BUILDING = 2
MAXIMUM 4.5 / 1,000 SF OF MEDICAL OFFICE BUILDING = 6

PROVIDED PARKING
BUILDING 1,231 SF = 6 SPACES (INCLUDES 1 VAN ACCESSIBLE)

REQUIRED BIKE PARKING
1 / 4,000 SF OF MEDICAL OFFICE BUILDING or 4 MINIMUM
(20% ENCLOSED / 80% FIXED)

PROVIDED BIKE PARKING
1 BIKE SPACE – INSIDE BUILDING (25%)
3 BIKE SPACES – FIXED (75%)
4 TOTAL BIKES

GENERAL LAND USE DATA: RESIDENTIAL LOT

RESIDENTIAL LOT	
EXISTING ZONING	NCL DISTRICT
PROPERTY	21,710 SF (0.498 AC)
EXISTING LAND USE	VACANT
PROPOSED LAND USE	RESIDENTIAL
MAXIMUM PROPOSED BUILDING HEIGHT	28'-0"

PROPOSED PROJECT LAND USE DATA	SITE AREA (AC.)	SITE AREA (S.F)	% TOTAL
ACCESS DRIVE	0.06	2,645	12.2
BUILDING, COVERED PORCHES/BREEZEWAY, GARAGE & CARPORT	0.08	3,660	16.8
EXISTING ACCESSORY STRUCTURE	0.01	513	2.36
EXPANSION OF EXISTING ACCESSORY STRUCTURE	0.001	83	0.38
WALKWAYS AND PATIOS	0.014	596	2.7
LANDSCAPE AREA	0.32	14,213	65.5

OVERALL FLOOR AREA RATIO (FAR)	
SHALL NOT EXCEED 30% OF LOT AREA (250 SF ALLOWANCE FOR DETACHED STRUCTURE NOT INCLUDED)	
ALLOWABLE OVER FLOOR AREA: 6,513 SF	
ACTUAL OVERALL FLOOR AREA:	
PRIMARY RESIDENCE:	666
CARPORT	298
GARAGE	368
CARRIAGE HOUSE BASEMENT:	947
CARRIAGE HOUSE 1ST LEVEL:	2,492 (1,983 + 509 OVER 14' HEIGHT)
CARRIAGE HOUSE 2ND LEVEL:	620
CARRIAGE HOUSE 2ND LEVEL DECK:	116
EXISTING ACCESSORY STRUCTURE:	511
EXISTING ACCESSORY STRUCTURE ADDITION:	84
TOTAL	6,102 SF

REAR LOT FLOOR AREA RATIO (FAR):	
REAR 50% LOT AREA: 14,771 SF	
ALLOWED FLOOR AREA RATIO (FAR) ON REAR LOT: 25% (3,692 SF)	
ACTUAL FLOOR AREA ON REAR 50%:	
PRIMARY RESIDENCE:	414
CARPORT	46
GARAGE	368
CARRIAGE HOUSE BASEMENT:	947
CARRIAGE HOUSE 1ST LEVEL:	2,492 (1,983 + 509 OVER 14' HEIGHT)
CARRIAGE HOUSE 2ND LEVEL:	620
CARRIAGE HOUSE 2ND LEVEL DECK:	116
TOTAL:	5,003 SF

REQUIRED PARKING
OFF STREET PARKING REQUIRED = 2 FOR PRIMARY RESIDENCE, 4 FOR CARRIAGE HOUSE (6 TOTAL)
PROVIDED PARKING (GARAGE, CARPORT, EXISTING ACCESSORY STRUCTURE) = 3

MODIFICATIONS: RESIDENTIAL LOT

SECTION 4.7(D)(3)

- REQUIRED: THE ALLOWABLE FLOOR AREA ON THE REAR HALF OF THE LOT SHALL NOT EXCEED 25% OF THE AREA OF THE REAR 50% OF THE LOT (3,692 SF)
- PROPOSED: THE PROPOSED FLOOR AREA IS 5,003 SF

SECTION 4.7(D)(4)

- REQUIRED: DWELLING UNIT BEHIND PRINCIPLE BUILDING FLOOR AREA MAX 800 SF
- PROPOSED: CARRIAGE HOUSE FLOOR AREA 4,175 SF

SECTION 4.7(E)(1)

- REQUIRED: LOT WIDTH = 40'
- PROPOSED: LOT WIDTH = 20'

SECTION 4.7(E)(5) AND 4.7(F)(2)(a)

- REQUIRED: MAXIMUM BUILDING HEIGHT FOR CARRIAGE HOUSE 1.5 STORIES
- PROPOSED: CARRIAGE HOUSE 28'

SECTION 4.7(F)(1)(C)

- REQUIRED: ACCESSORY BUILDINGS AND GARAGES SHALL HAVE FRONT YARD SETBACK THAT IS AT LEAST 10' GREATER THAN THE PRINCIPLE BUILDING.
- PROPOSED: ACCESSORY STRUCTURE IS EXISTING. GARAGE IS LOCATED BELOW PRINCIPLE BUILDING PER SITE LIMITATIONS.

SECTION 4.7(F)(1)(d)

- REQUIRED: SECOND FLOOR SHALL NOT OVERHANG FRONT OR SIDE WALLS
- PROPOSED: PRIMARY RESIDENCE OVERHANGS SECOND FLOOR (ABOVE CARPORT)

SECTION 4.7(F)(2)(b)

- REQUIRED: EXTERIOR EVE HEIGHT SHALL NOT EXCEED 13'-0" FOR CARRIAGE HOUSE
- PROPOSED: HIGHEST EVE POINT IS 21'-0"

SECTION 4.7(F)(3)(a)(2)

- REQUIRED: A MINIMUM OF ONE (1) OFF-STREET PARKING SPACE MUST BE PROVIDED FOR EVERY BEDROOM CONTAINED WITHIN A CARRIAGE HOUSE.
- PROPOSED: 3 PARKING SPACES

MODIFICATIONS: COMMERCIAL LOT

SECTION 3.2.2(J)

- REQUIRED: ANY PARKING AREA WITH 6 OR MORE SPACES MUST BE SET BACK FROM PROPERTY LINES 5'-0"
- PROPOSED: PARKING AREA SETBACK ON EAST PROPERTY LINE IS 2'-4 1/4", SOUTH PROPERTY LINE IS 3'-0"

SITE PLAN NOTES:

- THE PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FINAL PLANS. AMENDMENTS TO THE PLANS MUST BE REVIEWED AND APPROVED BY THE CITY PRIOR TO THE IMPLEMENTATION OF ANY CHANGES TO THE PLANS.
- REFER TO FINAL UTILITY PLANS FOR EXACT LOCATIONS AND CONSTRUCTION INFORMATION FOR STORM DRAINAGE STRUCTURES, UTILITY MAINS AND SERVICES, PROPOSED TOPOGRAPHY, STREET IMPROVEMENTS.
- REFER TO THE SUBDIVISION PLAT AND UTILITY PLANS FOR EXACT LOCATIONS, AREAS AND DIMENSIONS OF ALL EASEMENTS, LOTS, TRACTS, STREETS, WALKS AND OTHER SURVEY INFORMATION.
- ALL ROOFTOP AND GROUND MOUNTED MECHANICAL EQUIPMENT MUST BE SCREENED FROM VIEW FROM ADJACENT PROPERTY AND PUBLIC STREETS. IN CASES WHERE BUILDING PARAPETS DO NOT ACCOMPLISH SUFFICIENT SCREENING, THEN FREE-STANDING SCREEN WALLS MATCHING THE PREDOMINANT COLOR OF THE BUILDING SHALL BE CONSTRUCTED. OTHER MINOR EQUIPMENT SUCH AS CONDUIT, METERS AND PLUMBING VENTS SHALL BE SCREENED OR PAINTED TO MATCH SURROUNDING BUILDING SURFACES.
- ALL CONSTRUCTION WITH THIS DEVELOPMENT PLAN MUST BE COMPLETED IN ONE PHASE UNLESS A PHASING PLAN IS SHOWN WITH THESE PLANS.
- ALL EXTERIOR LIGHTING PROVIDED SHALL COMPLY WITH THE FOOT-CANDLE REQUIREMENTS IN SECTION 3.2.4 OF THE LAND USE CODE AND SHALL USE A CONCEALED, FULLY SHIELDED LIGHT SOURCE WITH SHARP CUT-OFF CAPABILITY SO AS TO MINIMIZE UP-LIGHT, SPILL LIGHT, GLARE AND UNNECESSARY DIFFUSION.
- SIGNAGE AND ADDRESSING ARE NOT PERMITTED WITH THIS PLANNING DOCUMENT AND MUST BE APPROVED BY SEPARATE CITY PERMIT PRIOR TO CONSTRUCTION. SIGNS MUST COMPLY WITH CITY SIGN CODE UNLESS A SPECIFIC VARIANCE IS GRANTED BY THE CITY.
- FIRE HYDRANTS MUST MEET OR EXCEED POUDE FIRE AUTHORITY STANDARDS. ALL BUILDINGS MUST PROVIDE AN APPROVED FIRE EXTINGUISHING SYSTEM.
- ALL BIKE RACKS PROVIDED MUST BE PERMANENTLY ANCHORED.
- ALL SIDEWALKS AND RAMPS MUST CONFORM TO CITY STANDARDS. ACCESSIBLE RAMPS MUST BE PROVIDED AT ALL STREET AND DRIVE INTERSECTIONS AND AT ALL DESIGNATED ACCESSIBLE PARKING SPACES. ACCESSIBLE PARKING SPACES MUST SLOPE NO MORE THAN 1:48 IN ANY DIRECTION. ALL ACCESSIBLE ROUTES MUST SLOPE NO MORE THAN 1:20 IN DIRECTION OF TRAVEL AND WITH NO MORE THAN 1:48 CROSS SLOPE.
- COMMON OPEN SPACE AREAS AND LANDSCAPING WITHIN RIGHT OF WAYS, STREET MEDIANS, AND TRAFFIC CIRCLES ADJACENT TO COMMON OPEN SPACE AREAS ARE REQUIRED TO BE MAINTAINED BY A PROPERTY OWNERS' ASSOCIATION. THE PROPERTY OWNERS' ASSOCIATION IS RESPONSIBLE FOR SNOW REMOVAL ON ALL ADJACENT STREET SIDEWALKS AND SIDEWALKS IN COMMON OPEN SPACE AREAS.
- THE PROPERTY OWNER IS RESPONSIBLE FOR SNOW REMOVAL ON ALL STREET SIDEWALKS ADJACENT TO EACH UNIT/APARTMENT BUILDING.
- PRIVATE CONDITIONS, COVENANTS, AND RESTRICTIONS (CC&R'S), OR ANY OTHER PRIVATE RESTRICTIVE COVENANT IMPOSED ON LANDOWNERS WITHIN THE DEVELOPMENT, MAY NOT BE CREATED OR ENFORCED HAVING THE EFFECT OF PROHIBITING OR LIMITING THE INSTALLATION OF XERISCAPE LANDSCAPING, SOLAR/PHOTO-VOLTAIC COLLECTORS (IF MOUNTED FLUSH UPON ANY ESTABLISHED ROOF LINE), CLOTHES LINES (IF LOCATED IN BACK YARDS), ODOR-CONTROLLED COMPOST BINS, OR WHICH HAVE THE EFFECT OF REQUIRING THAT A PORTION OF ANY INDIVIDUAL LOT BE PLANTED IN TURF GRASS.
- ANY DAMAGED CURB, GUTTER AND SIDEWALK EXISTING PRIOR TO CONSTRUCTION, AS WELL AS STREETS, SIDEWALKS, CURBS AND GUTTERS, DESTROYED, DAMAGED OR REMOVED DUE TO CONSTRUCTION OF THIS PROJECT, SHALL BE REPLACED OR RESTORED TO CITY OF FORT COLLINS STANDARDS AT THE DEVELOPER'S EXPENSE PRIOR TO THE ACCEPTANCE OF COMPLETED IMPROVEMENTS AND/OR PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.
- FIRE LANE MARKING: A FIRE LANE MARKING PLAN MUST BE REVIEWED AND APPROVED BY THE FIRE OFFICIAL PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY. WHERE REQUIRED BY THE FIRE CODE OFFICIAL, APPROVED SIGNS OR OTHER APPROVED NOTICES THAT INCLUDE THE WORDS NO PARKING FIRE LANE SHALL BE PROVIDED FOR FIRE APPARATUS ACCESS ROADS TO IDENTIFY SUCH ROADS OR PROHIBIT THE OBSTRUCTION THEREOF. THE MEANS BY WHICH FIRE LANES ARE DESIGNATED SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION AT ALL TIMES AD BE REPLACED OR REPAIRED WHEN NECESSARY TO PROVIDE ADEQUATE VISIBILITY.
- PREMISE IDENTIFICATION: AN ADDRESSING PLAN IS REQUIRED TO BE REVIEWED AND APPROVED BY THE CITY AND POUDE FIRE AUTHORITY PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY. UNLESS THE PRIVATE DRIVE IS NAMED, MONUMENT SIGNAGE MAY BE REQUIRED TO ALLOW WAY FINDING. ALL BUILDINGS SHALL HAVE ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE, VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY, AND POSTED WITH A MINIMUM OF SIX INCH NUMERALS ON A CONTRASTING BACKGROUND. WHERE ACCESS IS BY MEANS OF A PRIVATE ROAD AND THE BUILDING CANNOT BE VIEWED FROM THE PUBLIC WAY, A MONUMENT, POLE OR OTHER SIGN OR MEANS SHALL BE USED TO IDENTIFY THE STRUCTURE.
- A CROSS PROPERTY ACCESS AGREEMENT SHALL BE DEVELOPED BETWEEN THE SOUTH END OF THE COMMERCIAL LOT AND THE RESIDENTIAL DRIVEWAY TO ALLOW FOR EMERGENCY ACCESS FROM THE COMMERCIAL LOT TO THE RESIDENTIAL HOME. NO FENCE OR LANDSCAPE OTHER THAN WHAT IS SHOWN N APPROVED PLANS SHALL BE PLANTED WITHIN THIS AREA.

DATE				
COMMENT				
REV.				

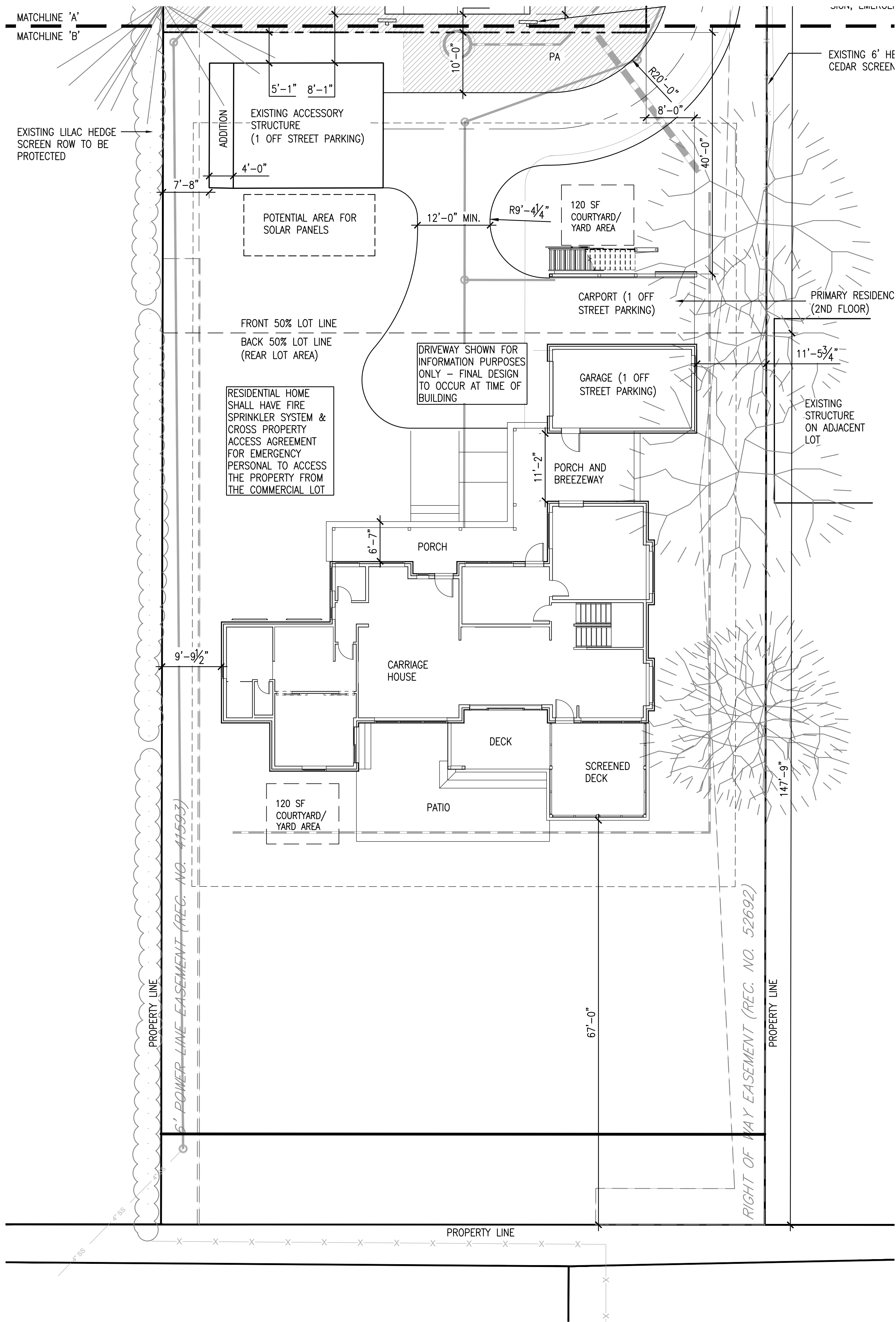
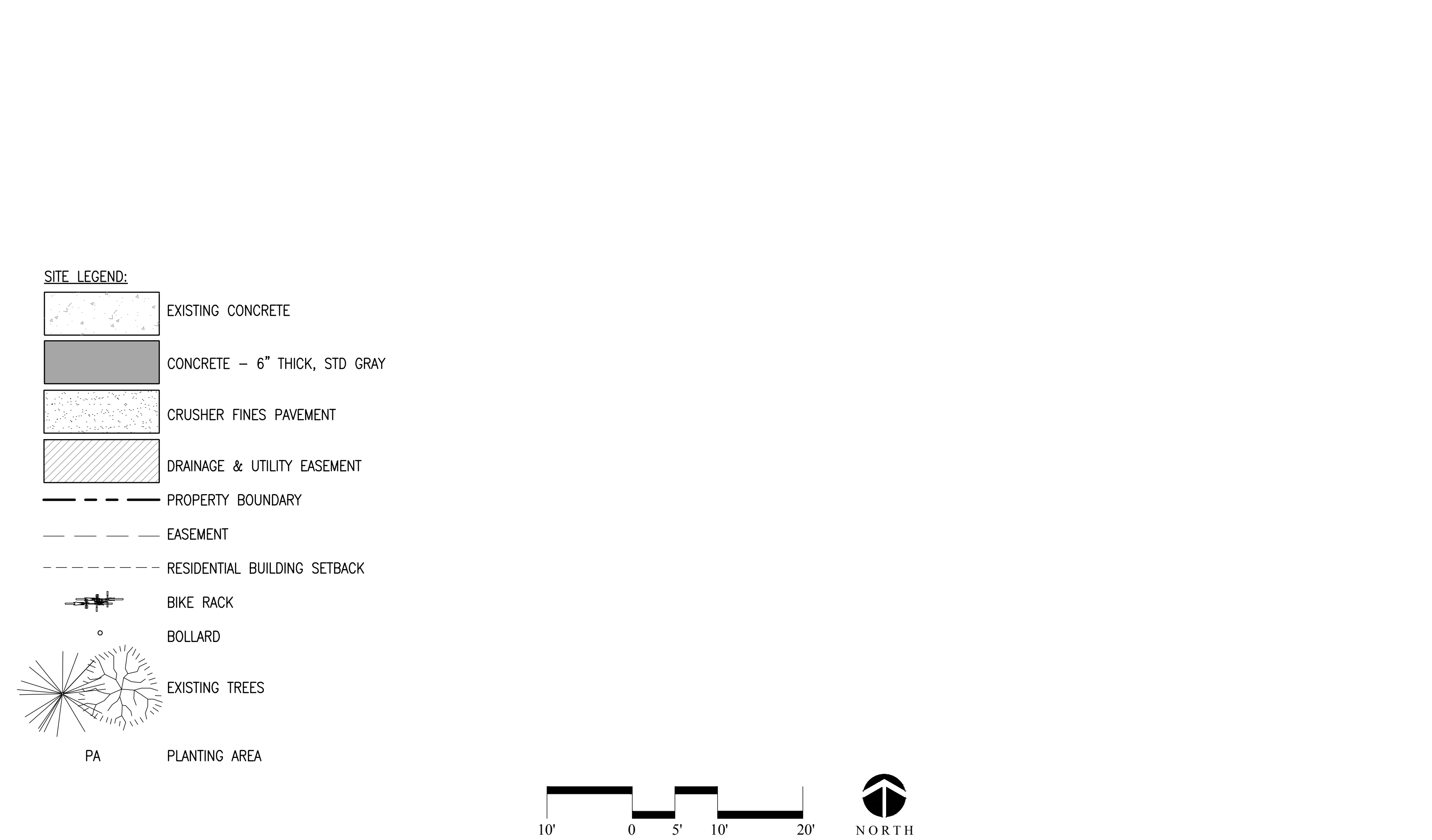
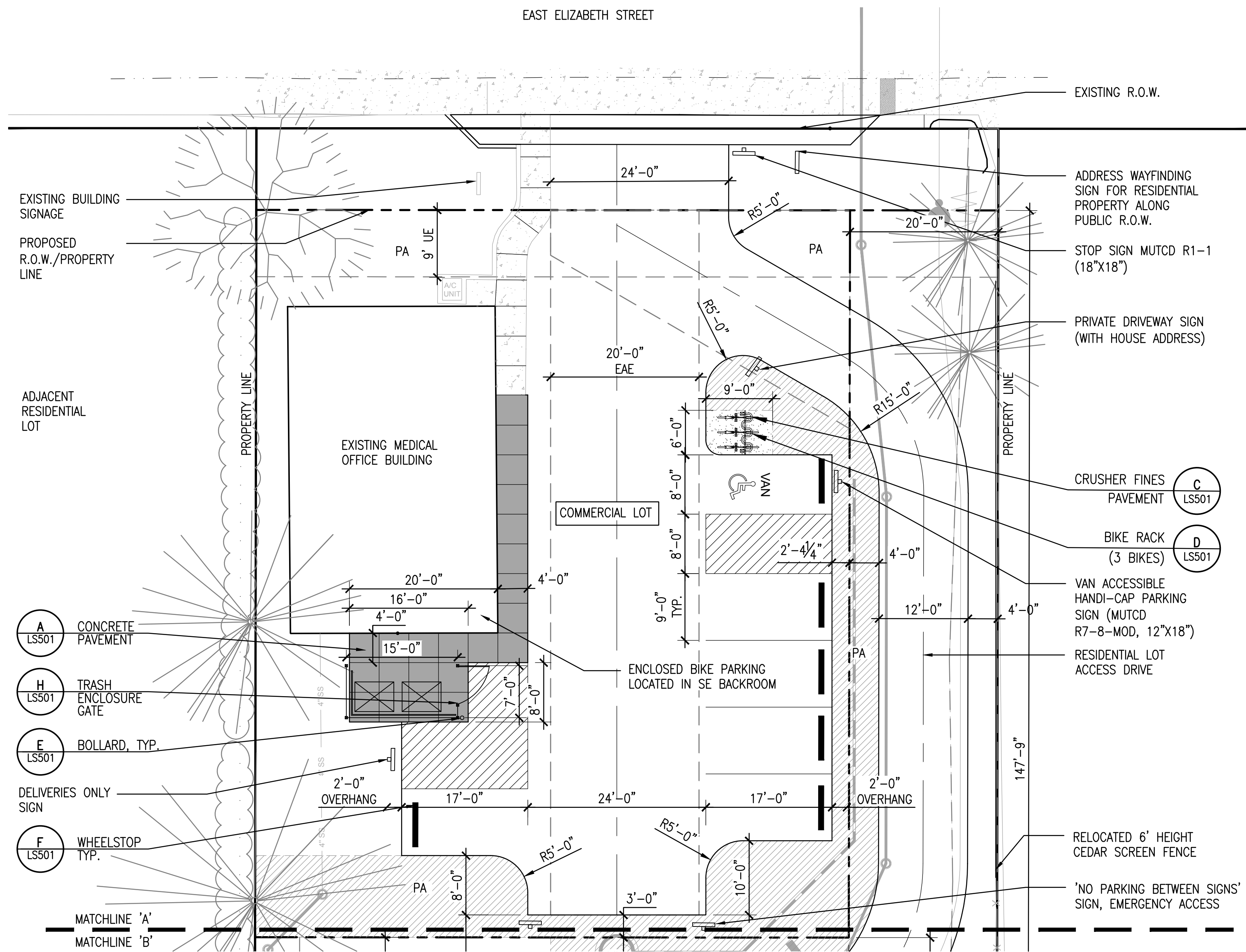
ELIZABETH SUBDIVISION

OVERALL SITE PLAN

PRELIMINARY DEVELOPMENT PLAN

Date: 08/18/2017
Drawn By: SL
Checked By: CR

Sheet
LS100

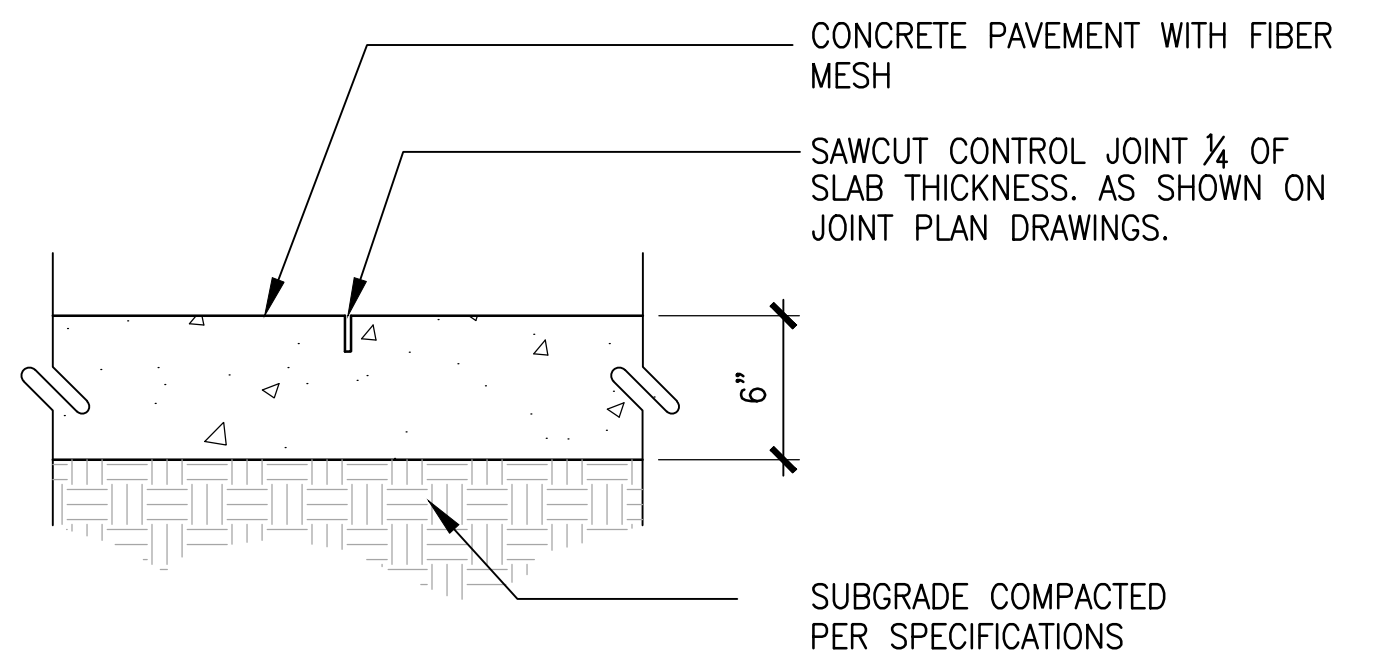


REV.	COMMENT	DATE

ELIZABETH SUBDIVISION
SITE ENLARGEMENT PLANS
PRELIMINARY DEVELOPMENT PLAN

ELIZABETH SUBDIVISION
SITE ENLARGEMENT PLANS
PRELIMINARY DEVELOPMENT PLAN

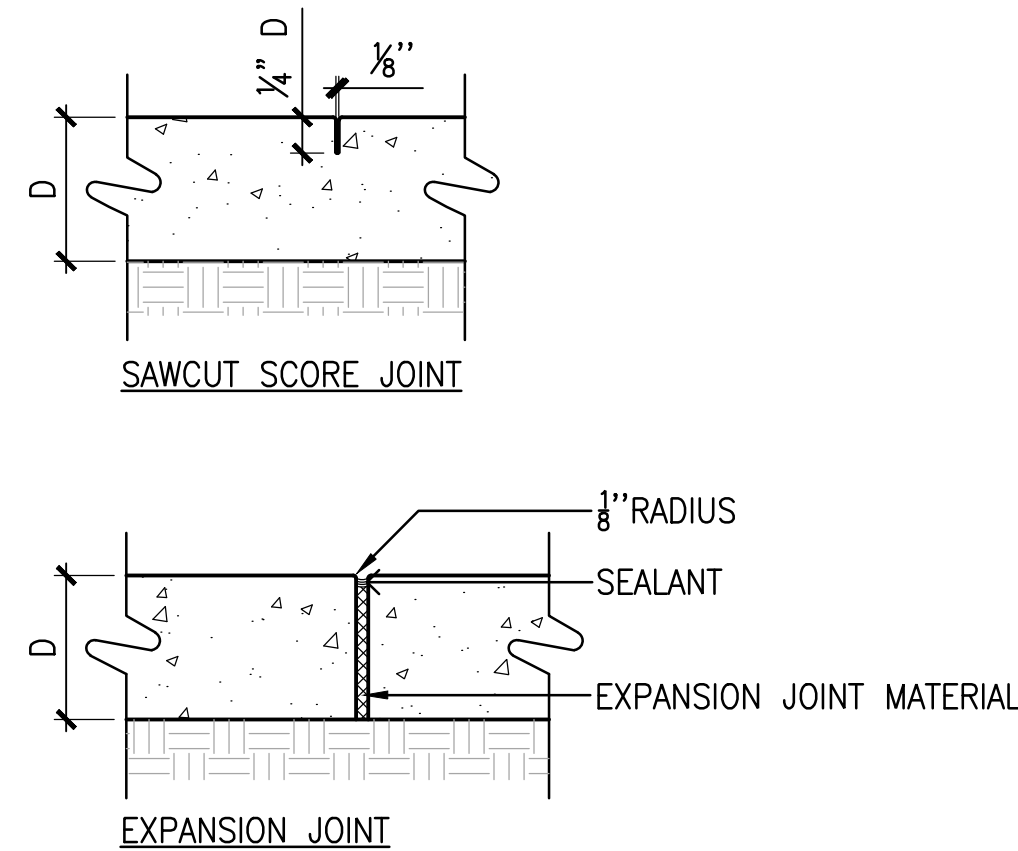
Date: 08/18/2017
Drawn By: SL
Checked By: CR
Sheet
LS101



- NOTES:
1. EXPANSION JOINTS PLACED PER JOINT PLAN, BUT NO LESS THAN 100' O.C.
 2. CONTROL JOINT PLACED PER JOINT PLAN, MAXIMUM SPACING 10'.
 3. CONCRETE TO HAVE FINE BROOM FINISH PERPENDICULAR TO CENTERLINE OF PAVING.
 4. FINISHED GRADE OF LANDSCAPE AREA TO BE 1" BELOW FINISH GRADE OF CONCRETE (TYPICAL BOTH SIDES).

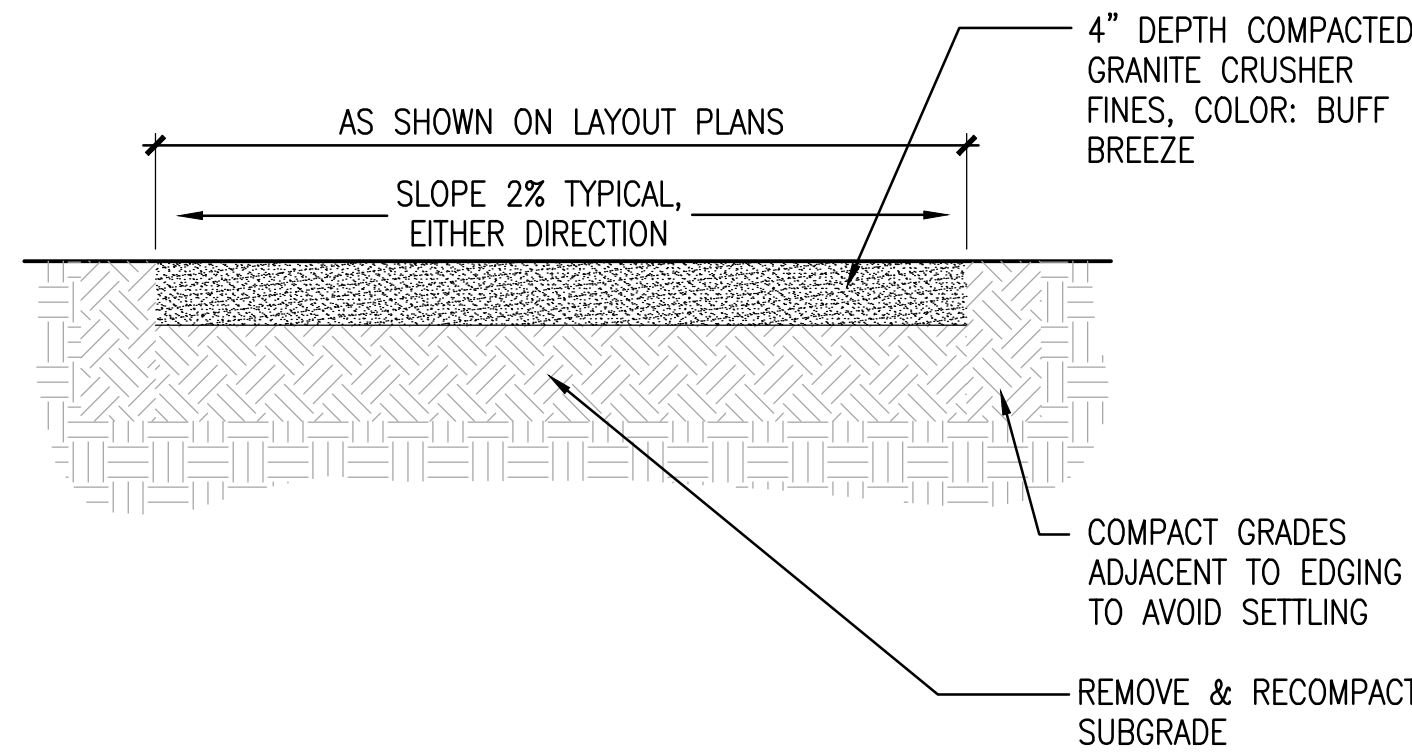
A CONCRETE PAVEMENT

SCALE: N.T.S. DT-PVMT-CONC



B CONCRETE PAVEMENT JOINTS

SCALE: 1 1/2" = 1'-0"



C CRUSHER FINES PAVEMENT

SCALE: 1"=1'-0" DT-PVMT-CRSH-FINE



COMPANY: DERO
MODEL: HI ROLLER
COLOR: GALVINIZED
MOUNT: IN GROUND
CONTACT: 1-888-337-6729
(WWW.DERO.COM)
INSTALL PER MANUFACTURER RECOMMENDATIONS AND SPECIFICATIONS.

D BIKE RACK

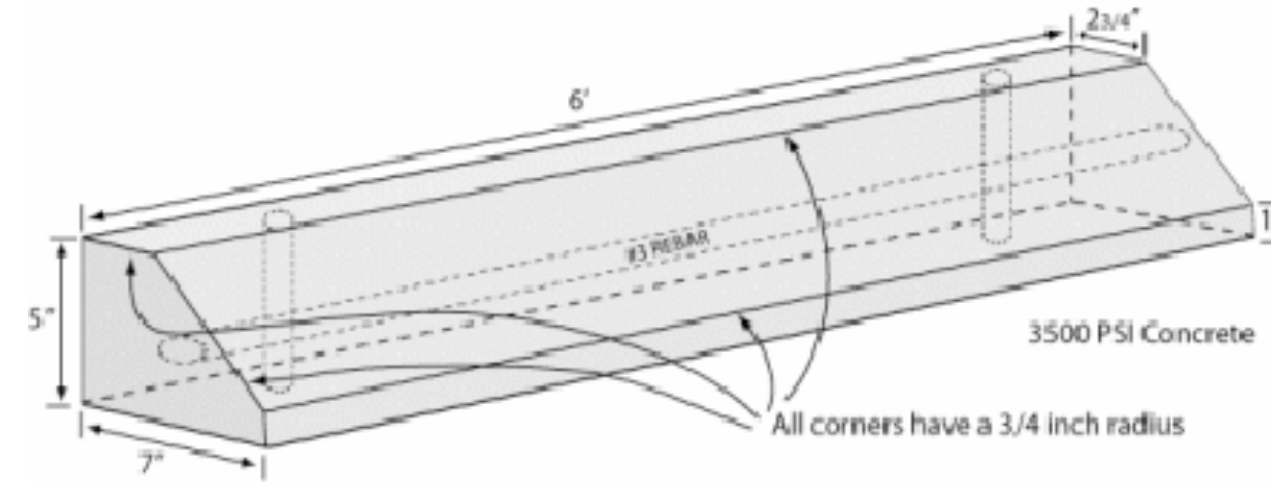
SCALE: N.T.S. DT-FURN-BIKE-RACK



MANUFACTURER: SLOW STOP BOLLARD BY IMPACT RECOVERY SYSTEMS
MODEL: 177,8MM/6" REBOUNDED STEEL BOLLARD
ITEM NUMBER: SS6Y-42
MOUNTING: PER MANUFACTURERS RECOMMENDATIONS AND SPECIFICATIONS

E BOLLARD

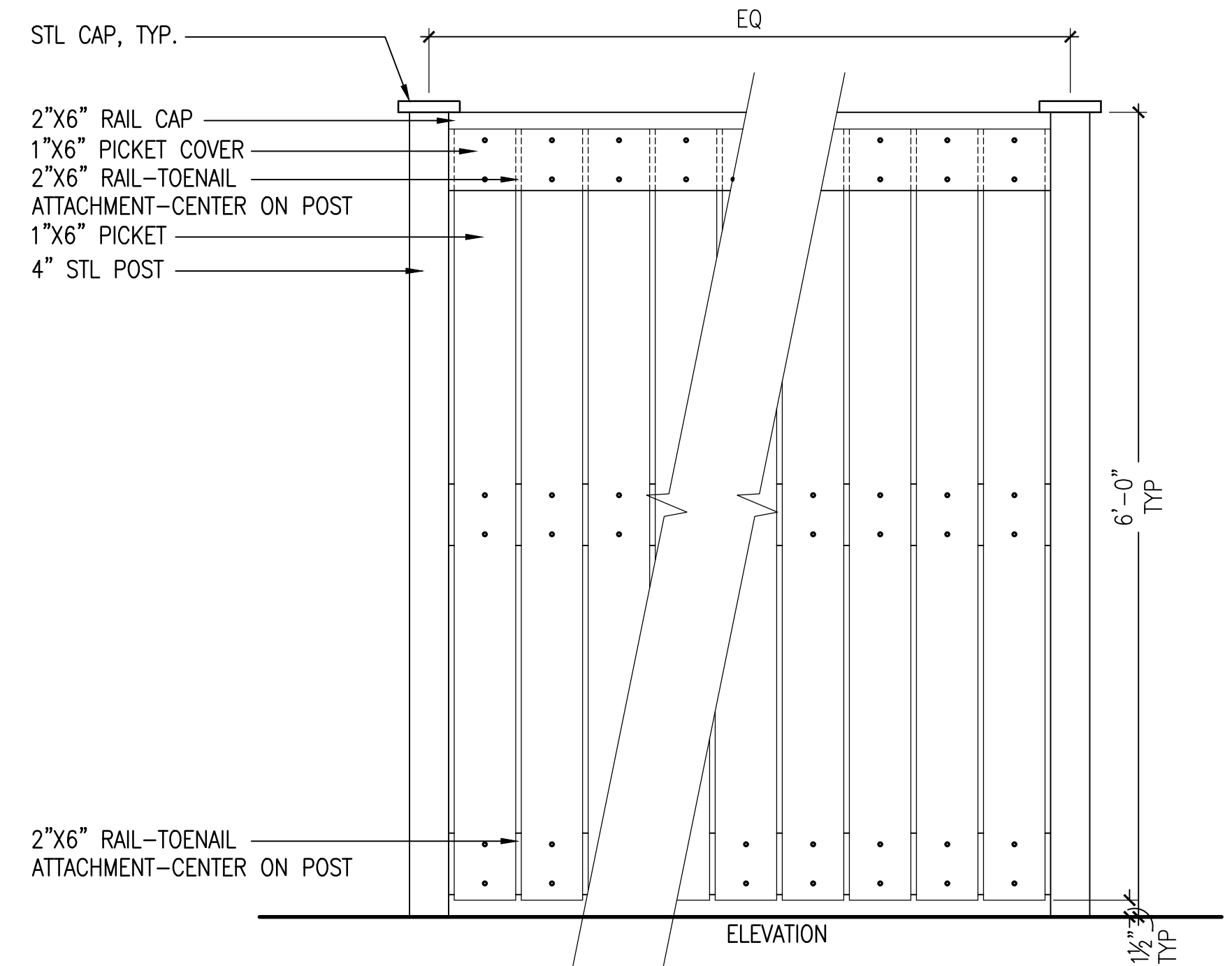
SCALE: N.T.S. DT-FURN-BOLL



MANUFACTURER: PROFESSIONAL CONCRETE PRODUCTS OR EQUAL
MODEL: SINGLE SIDED
MOUNTING: PER MANUFACTURERS RECOMMENDATIONS AND SPECIFICATIONS

F WHEELSTOP

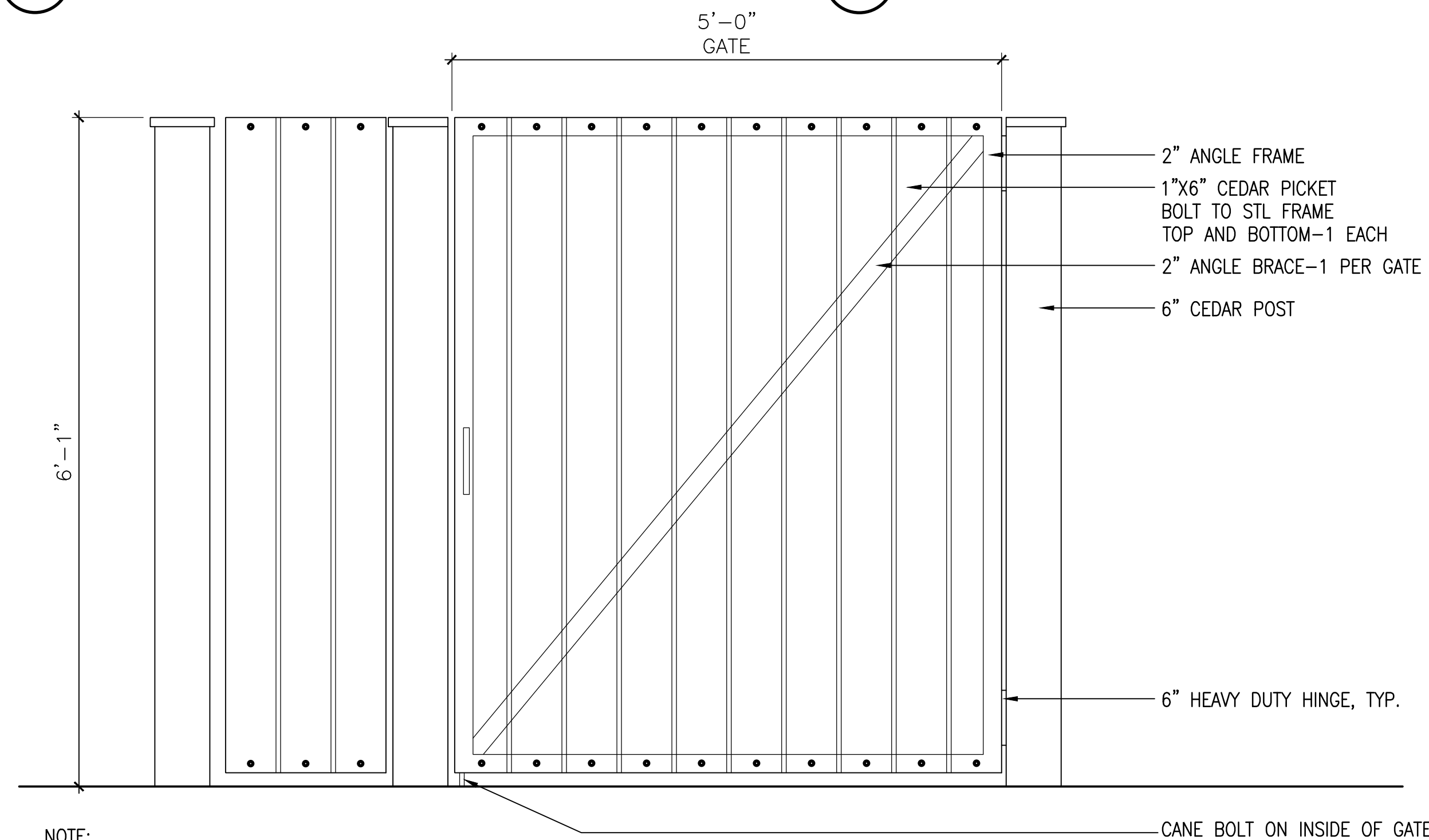
SCALE: N.T.S. DT-FURN-WHEL-STOP



NOTE:
ALL WOOD TO BE PREMIUM CEDAR LUMBER

G TRASH AND RECYCLING ENCLOSURE

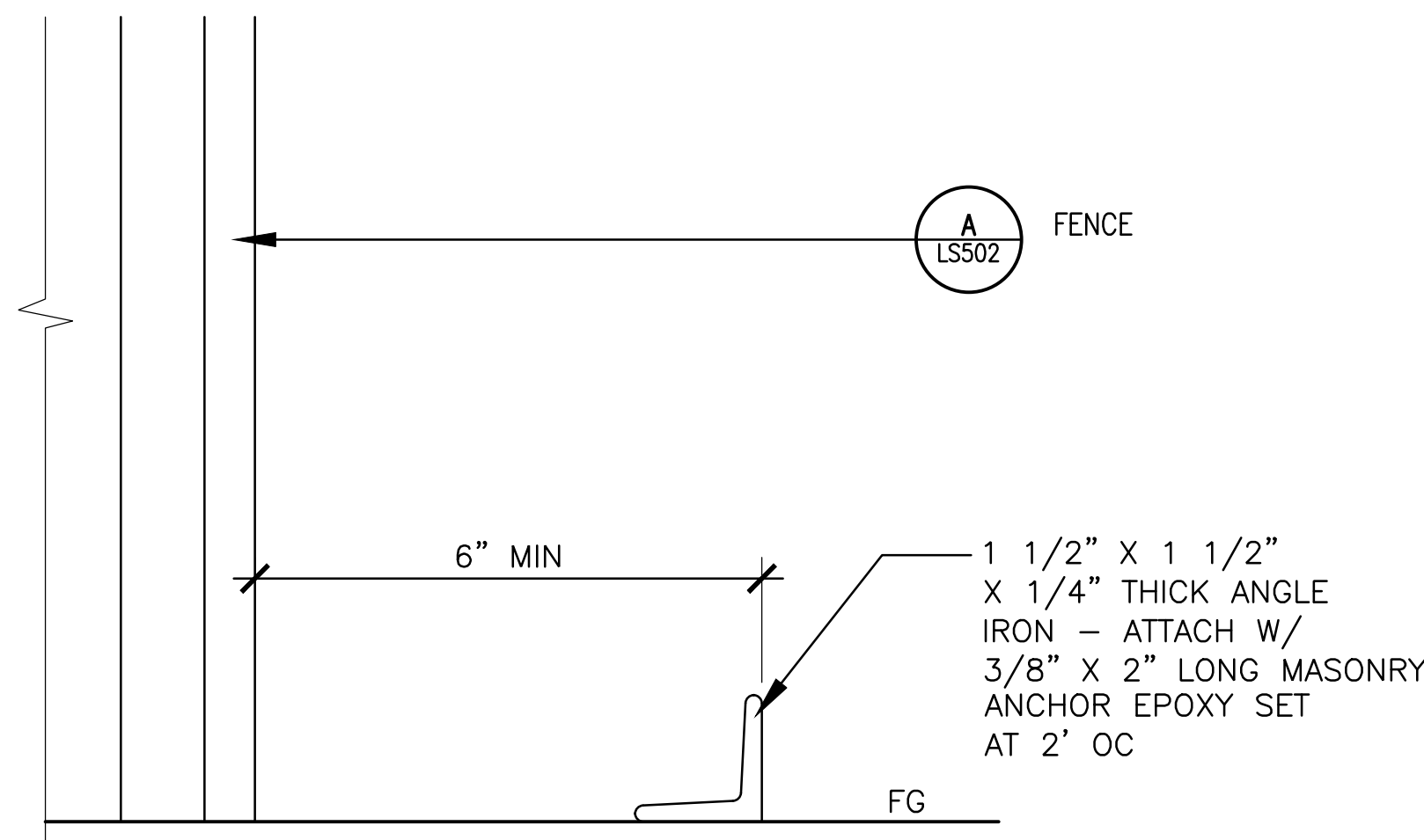
SCALE: 1"=1'-0" DT-TRSH-ELEV



NOTE:
ALL WOOD TO BE PREMIUM CEDAR LUMBER

H TRASH ENCLOSURE GATE

SCALE: 1"=1'-0" DT-TRSH-GATE



I TRASH ENCLOSURE DUMPSTER STOP

SCALE: 6"=1'-0"

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ELIZABETH SUBDIVISION

SITE DETAILS

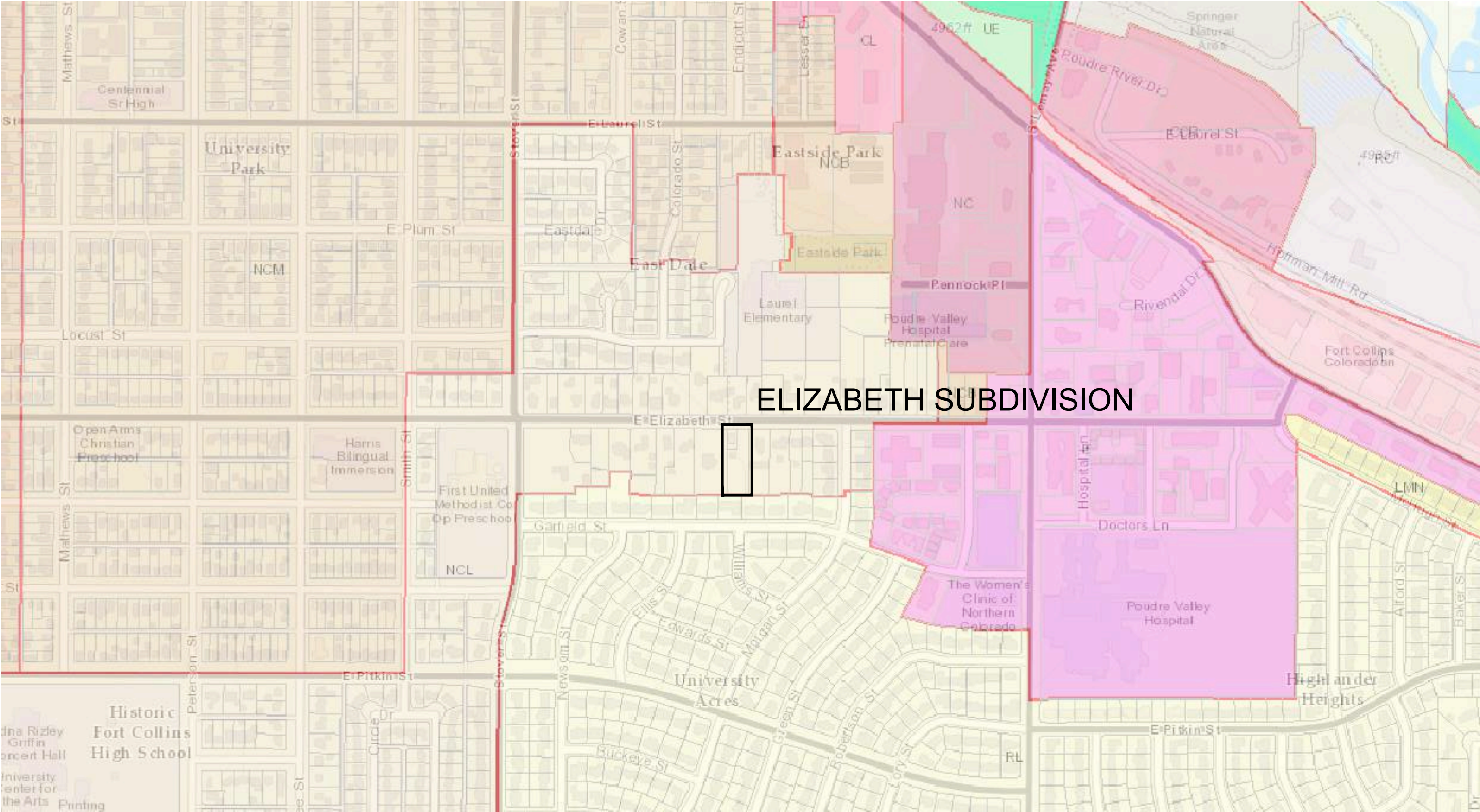
PRELIMINARY DEVELOPMENT PLAN

Date: 08/18/2017
Drawn By: SL
Checked By: CR

Sheet
LS501

ELIZABETH SUBDIVISION

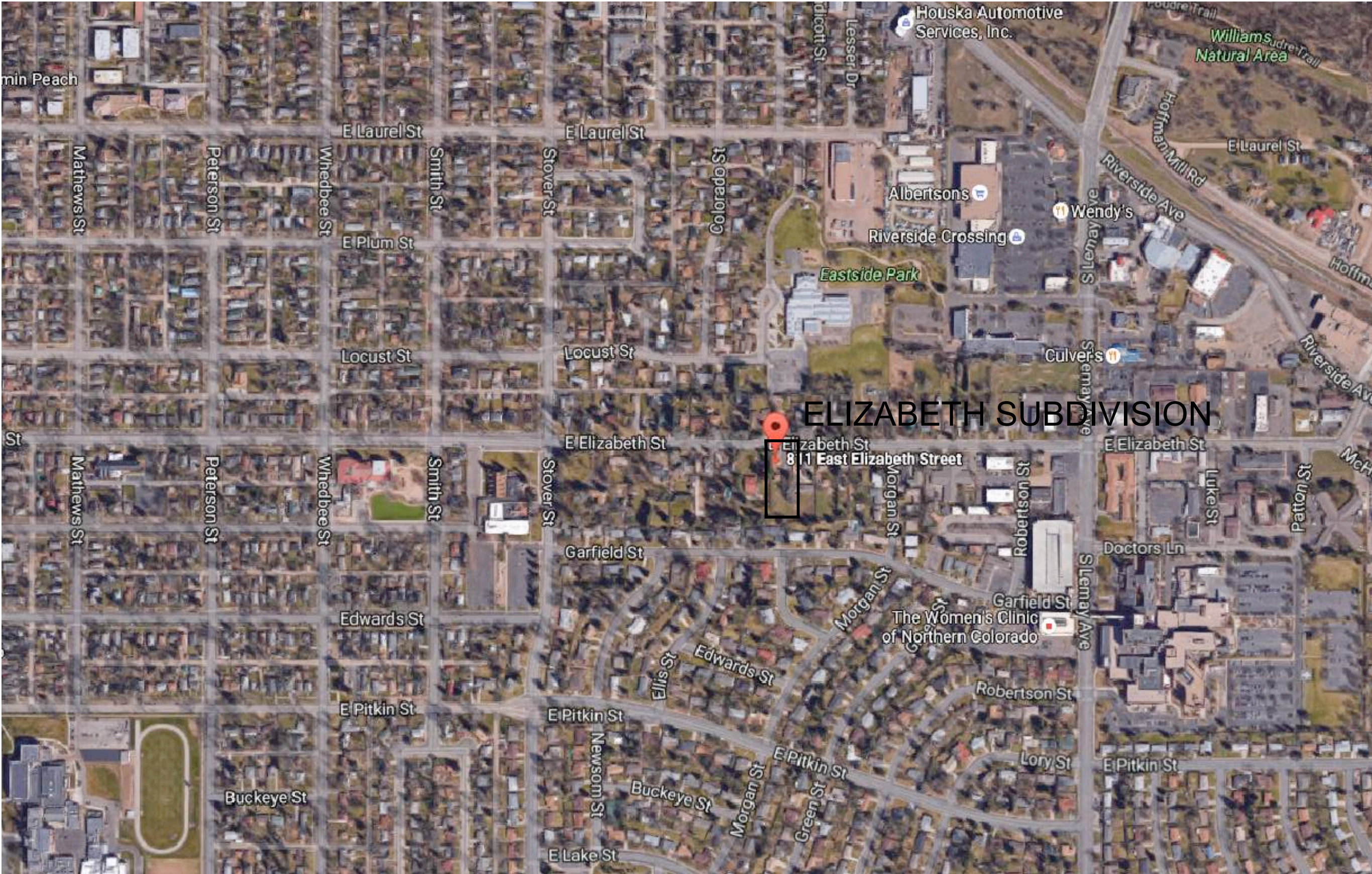
LANDSCAPE PLAN



LEGAL DESCRIPTION:
SITUATE IN THE SOUTHEAST QUARTER OF SECTION
13, TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE
6TH P.M., CITY OF FORT COLLINS, COUNTY OF
LARIMER, STATE OF COLORADO

SHEET INDEX	
LP001	LANDSCAPE COVER
TR101	TREE REMOVAL & PROTECTION PLAN
LP100	OVERALL LANDSCAPE PLAN
LP101	COMMERCIAL LOT LANDSCAPE PLAN
LP501	LANDSCAPE DETAILS

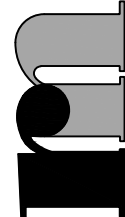
ZONING MAP: NCL DISTRICT



CONTEXT MAP



REV.	COMMENT	DATE



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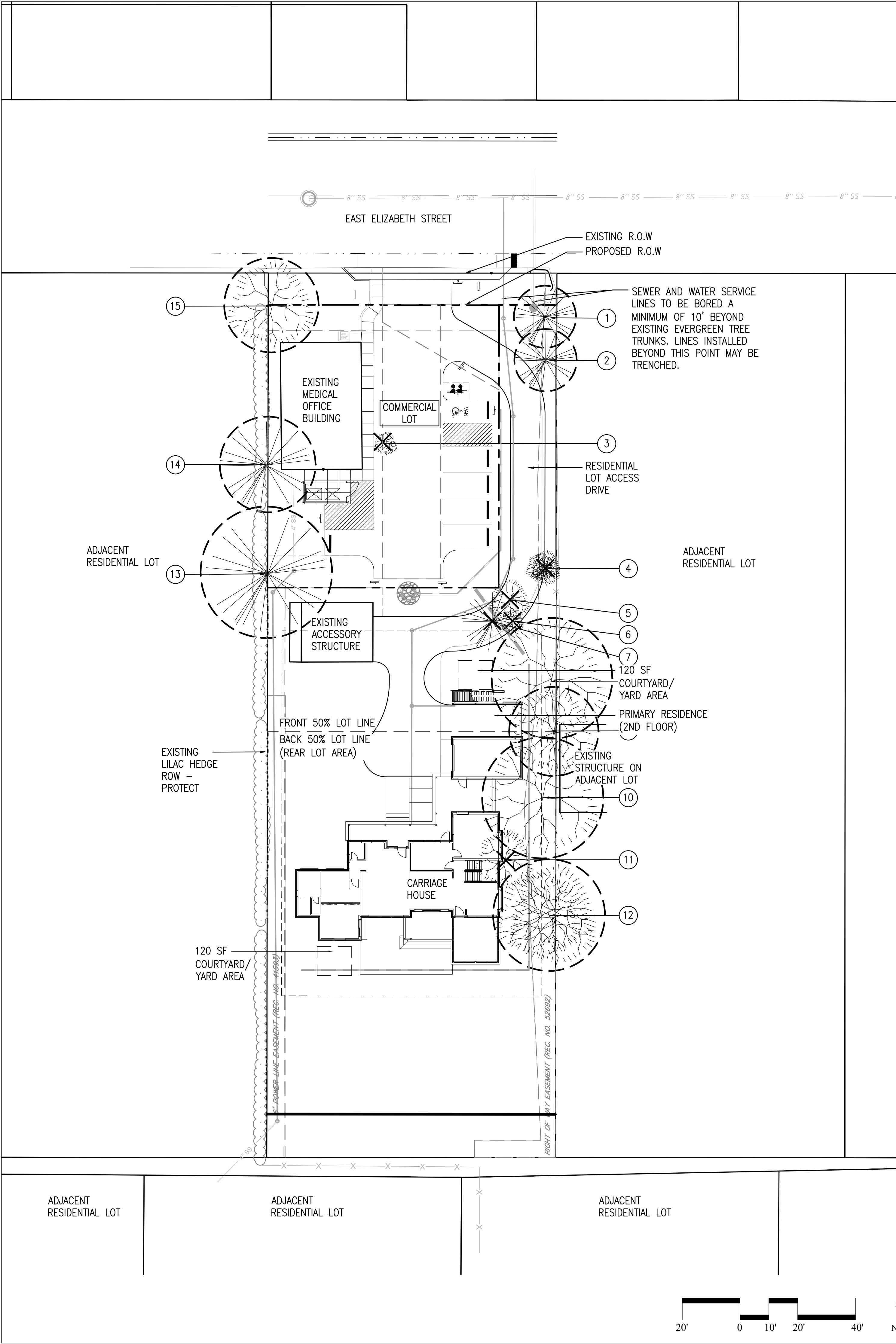
ELIZABETH SUBDIVISION

LANDSCAPE COVER

PRELIMINARY DEVELOPMENT PLAN

Date: 08/18/2017
Drawn By: SL
Checked By: CR

Sheet
LP001



TREE MITIGATION LEGEND:

- PROTECT EXISTING TREE
- REMOVE EXISTING TREE

TREE PROTECTION NOTES:

- 1. ALL EXISTING TREES WITHIN THE LIMITS OF THE DEVELOPMENT AND WITHIN ANY NATURAL AREA BUFFER ZONES SHALL REMAIN AND BE PROTECTED UNLESS NOTED ON THESE PLANS FOR REMOVAL.
- 2. 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.
- 3. ALL PROTECTED EXISTING TREES SHALL BE PRUNED TO THE CITY OF FORT COLLINS FORESTRY STANDARDS. TREE PRUNING AND REMOVAL SHALL BE PERFORMED BY A BUSINESS THAT HOLDS A CURRENT CITY OF FORT COLLINS ARBORIST LICENSE WHERE REQUIRED BY CODE.
- 4. PRIOR TO AND DURING CONSTRUCTION, BARRIERS SHALL BE ERECTED AROUND ALL PROTECTED EXISTING TREES WITH SUCH BARRIERS TO BE OF ORANGE FENCING A MINIMUM OF FOUR (4) FEET IN HEIGHT, SECURED WITH METAL T-POSTS, NO CLOSER THAN SIX (6) FEET FROM THE TRUNK OR ONE-HALF (1/2) OF THE DRIP LINE, WHICHEVER IS GREATER. THERE SHALL BE NO STORAGE OR MOVEMENT OF EQUIPMENT, MATERIAL, DEBRIS OR FILL WITHIN THE FENCED TREE PROTECTION ZONE.
- 5. 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.
- 6. NO DAMAGING ATTACHMENT, WIRES, SIGNS OR PERMITS MAY BE FASTENED TO ANY PROTECTED TREE.
- 7. LARGE PROPERTY AREAS CONTAINING PROTECTED TREES AND SEPARATED FROM CONSTRUCTION OR LAND CLEARING AREAS, ROAD RIGHTS-OF-WAY AND UTILITY EASEMENTS MAY BE "RIBBONED OFF," RATHER THAN ERECTING PROTECTIVE FENCING AROUND EACH TREE AS REQUIRED IN SUBSECTION (G)(3) ABOVE. THIS MAY BE ACCOMPLISHED BY PLACING METAL T-POST STAKES A MAXIMUM OF FIFTY (50) FEET APART AND TYING RIBBON OR ROPE FROM STAKE-TO-STAKE ALONG THE OUTSIDE PERIMETERS OF SUCH AREAS BEING CLEARED.
- 8. 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 BREAST HEIGHT AS DESCRIBED IN THE CHART BELOW:

TREE DIAMETER AT BREAST HEIGHT (INCHES)	AUGER DISTANCE FROM FACE OF TREE (FEET)
0-2	1
3-4	2
5-9	5
10-14	10
15-19	12
Over 19	15

- 9. ALL TREE REMOVAL SHOWN SHALL BE COMPLETED OUTSIDE OF THE SONGBIRD NESTING SEASON (FEB 1 - JULY 31) OR CONDUCT A SURVEY OF TREES ENSURING NO ACTIVE NESTS IN THE AREA.
- 10. CITY WILL EVALUATE PRUNING AND REMOVAL OF STREET TREES ALONG N MELDRUM STREET.

TREE MITIGATION CHART

TREE	SPECIES	DIAMETER	CONDITION	ACTION	MITL. TREES REQ'D	NOTES
1	BLUE SPRUCE	DOUBLE STEM 16"/12"	GOOD	PROTECT	3.5	
2	WHITE FIR	14"	FAIR	PROTECT	3	
3	SUGAR MAPLE	2.5"	GOOD	REMOVE	0	
4	ASPEN CLUMP	(4) 4-5" TRUNKS	FAIR -	REMOVE	1	
5	ASPEN	11"	FAIR	REMOVE	1.5	
6	ASPEN	5"	POOR	REMOVE	0	
7	PONDEROSA PINE	17.5"	FAIR	REMOVE	3	
8	WILD ORIGIN SIBERIAN ELM	38"		PROTECT		BOUNDARY TREE
9	WILD ORIGIN SIBERIAN ELM	20"		PROTECT		BOUNDARY TREE
10	WILD ORIGIN SIBERIAN ELM	(5) 18-28" TRUNKS		PROTECT*		
11	OAK	6"		REMOVE		
12	WILD ORIGIN SIBERIAN ELM	(5) 15-19" TRUNKS		PROTECT*		BOUNDARY TREE
13	PONDEROSA PINE	29"	FAIR	PROTECT		
14	PONDEROSA PINE	24"	FAIR	PROTECT		
15	BUCKEYE	(2) 11.5" TRUNKS	FAIR +	PROTECT		

TOTAL MITIGATION TREES REQUIRED: 5.5
TOTAL MITIGATION TREES PROVIDED: 10

*TREES TO BE PRUNED AND TRUNKS REMOVED PER RECOMMENDATIONS OF LICENSED ARBORIST IN ORDER TO NOT CONFLICT WITH NEW HOME. TREE 12 WILL HAVE APPROVAL OF ADJACENT PROPERTY OWNER AS WELL.

REV.	COMMENT	DATE



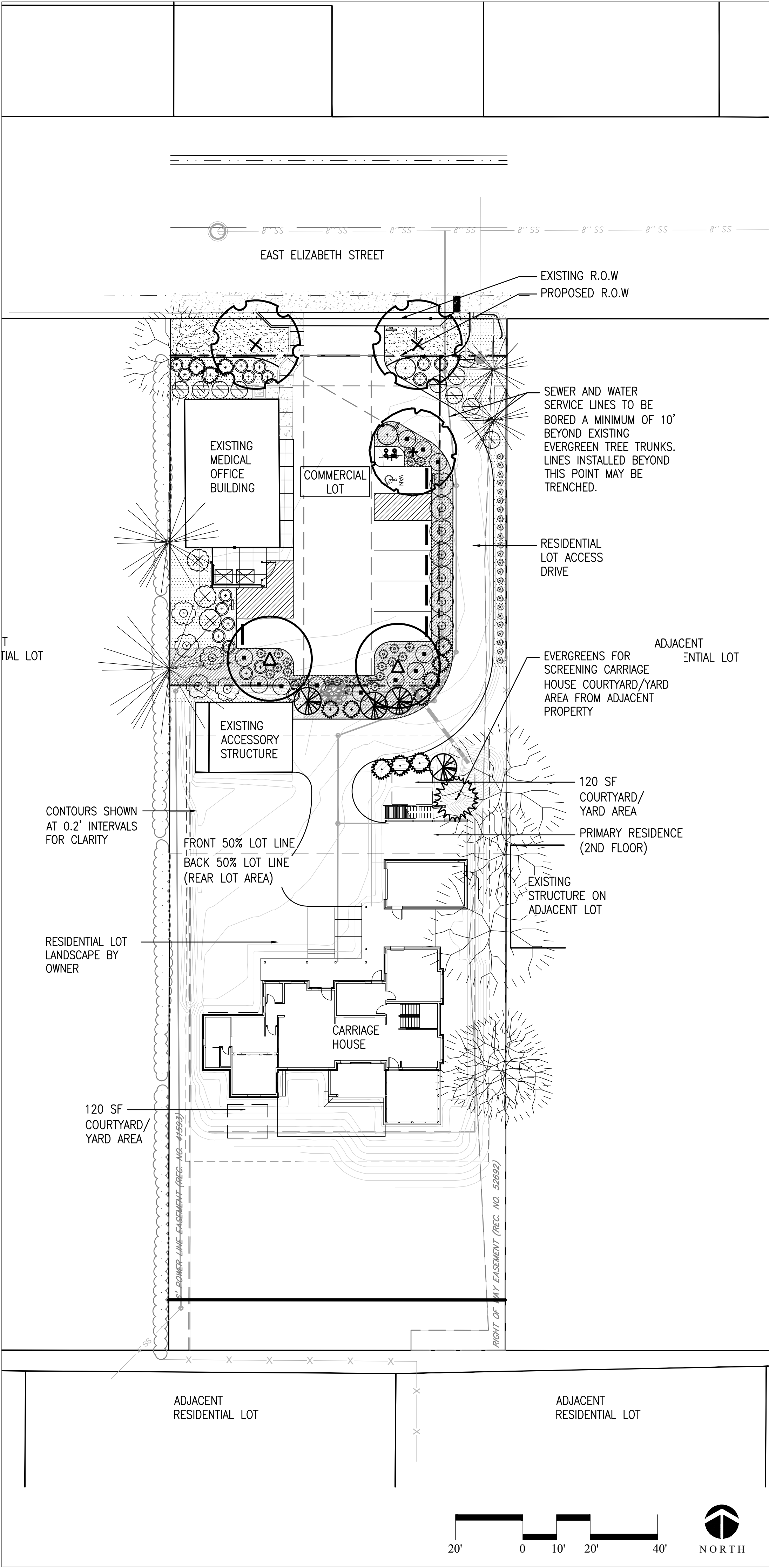
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ELIZABETH SUBDIVISION

TREE REMOVAL & PROTECTION PLAN

PRELIMINARY DEVELOPMENT PLAN

Date: 08/18/2017
Drawn By: SL
Checked By: CR



- LANDSCAPE LEGEND:

SOD LAWN, OVERSEED
BARE SPOTS

SHREDDED CEDAR MULCH
(4" DEPTH-NO WEED BARRIER)

DRAINAGE & UTILITY EASEMENT

PROPERTY BOUNDARY

RESIDENTIAL BUILDING SETBACK

EASEMENT

STEEL LANDSCAPE EDGER

EXISTING TREES

LANDSCAPE SCHEDULE				
QTY	SYMBOL	BOTANIC NAME	COMMON NAME	SIZE/TYPE
DECIDUOUS TREES				
1		ACER SACCHARUM 'CADDO' (MITIGATION TREE)	CADDO MAPLE	3" CAL./B&B
2		CATALPA SPECIOSA (MITIGATION TREES)	NORTHERN CATALPA	3" CAL./B&B
2		TILIA AMERICANA 'AMERICAN SENTRY' (MITIGATION TREES)	AMERICAN SENTRY LINDEN	3" CAL./B&B
EVERGREEN TREES				
3		JUNIPERUS SCOPULORUM 'COLOGREEN'	COLORGREEN JUNIPER	6' HT./B&B
1		PINUS EDULIS (MITIGATION TREES)	PINYON PINE	8' HT./B&B
4		PICEA PUNGENS 'ISELI FASTIGIATE' (MITIGATION TREES)	ISELI FASTIGIATE SPRUCE	8' HT./B&B

MAX QUANTITY TREES OF ONE SPECIES: 50% OF TOTAL (6)

DECIDUOUS SHRUBS				
3		CERASUS PUMILA BESSEYI	SAND CHERRY	5 GAL.
11		CORNUS SERICEA 'ISANTI'	ISANTI DOGWOOD	5 GAL.
10		SPIREA NIPPONICA 'SNOWMOUND'	SNOWMOUND SPIREA	5 GAL.
12		SYRINGA PUBESCENS PATULA 'MISS KIM'	MISS KIM LILAC	5 GAL.
17		SYMPHORICARPUS OREOPHILUS	ROCKY MTN. SNOWBERRY	5 GAL.
EVERGREEN SHRUBS				
2		JUNIPERUS HORIZONTALIS 'WILTON'	WILTON CARPET JUNIPER	5 GAL.
9		PICEA PUNGENS 'GLOBOSA'	DWARF GLOBE SPRUCE	5 GAL.
ORNAMENTAL GRASSES				
24		CALAMAGROSIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL.
25		CALAMAGROSIS BRACHYTRICHA	KOREAN FEATHER REED GRASS	1 GAL.

A PERMIT MUST BE OBTAINED FROM THE CITY FORESTER BEFORE ANY TREES OR SHRUBS AS NOTED ON THIS PLAN ARE PLANTED, PRUNED OR REMOVED IN 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 IS A VIOLATION OF THE CITY OF FORT COLLINS CODE SUBJECT TO CITATION (SECTION 27-31) AND MAY ALSO RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.

WATER BUDGET CHART*

HYDROZONE	AREA(S.F.)	WATER NEED (GAL./S.F.)	ANNUAL WATER USE (GAL.)
HIGH	0 S.F.	18 GAL./SF	0 GAL.
MODERATE	1,799 S.F.	10 GAL./SF	17,990 GAL.
LOW	1,755 S.F.	3 GAL./SF	5,265 GAL.

TOTAL WATER USE = 23,255 GAL.
TOTAL LANDSCAPE AREA = 3,554 S.F.
GALLONS PER S.F. = 6.5 GAL./S.F.

*BREAKDOWN OF AREAS:
MODERATE = TURF + HALF OF SHRUB BEDS
LOW = HALF OF SHRUB BED
(INCLUDES SHRUB AREAS ON RESIDENTIAL LOT THAT ARE WITHIN THE DRAINAGE EASEMENT AROUND THE PARKING AREA AND PLANTING AGAINST EXISTING FENCE)

GENERAL LANDSCAPE NOTES

- PLANT QUALITY: ALL PLANT MATERIAL SHALL BE A-GRADE OR NO. 1 GRADE - FREE OF ANY DEFECTS, OF NORMAL HEALTH, HEIGHT, LEAF DENSITY AND SPREAD APPROPRIATE TO THE SPECIES AS DEFINED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) STANDARDS. ALL TREES SHALL BE BALL AND BURLAP OR EQUIVALENT.
- IRRIGATION: ALL LANDSCAPE AREAS WITHIN THE SITE INCLUDING TURF, SHRUB BEDS AND TREE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM. THE IRRIGATION PLAN MUST BE REVIEWED AND APPROVED BY THE CITY OF FORT COLLINS WATER UTILITIES DEPARTMENT PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. ALL TURF AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC POP-UP IRRIGATION SYSTEM. ALL SHRUB BEDS AND TREES, INCLUDING IN NATIVE SEED AREAS, SHALL BE IRRIGATED WITH AN AUTOMATIC DRIP (TRICKLE) IRRIGATION SYSTEM, OR WITH AN ACCEPTABLE ALTERNATIVE APPROVED BY THE CITY WITH THE IRRIGATION PLANS. THE IRRIGATION SYSTEM SHALL BE ADJUSTED TO MEET THE WATER REQUIREMENTS OF THE INDIVIDUAL PLANT MATERIAL.
- TOPSOIL: TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
- SOIL AMENDMENTS: SOIL AMENDMENTS SHALL BE PROVIDED AND DOCUMENTED IN ACCORDANCE WITH CITY CODE SECTION 12-132. THE SOIL IN ALL LANDSCAPE AREAS, INCLUDING PARKWAYS AND MEDIANS, SHALL BE THOROUGHLY LOOSENEED TO A DEPTH OF NOT LESS THAN EIGHT(8) INCHES AND SOIL AMENDMENT SHALL BE THOROUGHLY INCORPORATED INTO THE SOIL OF ALL LANDSCAPE AREAS TO A DEPTH OF AT LEAST SIX(6) INCHES BY TILLING, DISCING OR OTHER SUITABLE METHOD, AT A RATE OF AT LEAST THREE (3) CUBIC YARDS OF SOIL AMENDMENT PER ONE THOUSAND (1,000) SQUARE FEET OF LANDSCAPE AREA. PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY, A WRITTEN CERTIFICATION MUST BE SUBMITTED TO THE CITY THAT ALL PLANTED AREAS, OR AREAS TO BE PLANTED, HAVE BEEN THOROUGHLY LOOSENEED AND THE SOIL AMENDED, CONSISTENT WITH THE REQUIREMENTS SET FORTH IN SECTION 12-132.
- INSTALLATION AND GUARANTEE: ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO SOUND HORTICULTURAL PRACTICES IN A MANNER DESIGNED TO ENCOURAGE QUICK ESTABLISHMENT AND HEALTHY GROWTH. ALL LANDSCAPING FOR EACH PHASE MUST BE EITHER INSTALLED OR THE INSTALLATION MUST BE SECURED WITH AN IRREVOCABLE LETTER OF CREDIT, PERFORMANCE BOND, OR ESCROW ACCOUNT FOR 125% OF THE VALUATION OF THE MATERIALS AND LABOR PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR ANY BUILDING IN SUCH PHASE.
- MAINTENANCE: TREES AND VEGETATION, IRRIGATION SYSTEMS, FENCES, WALLS AND OTHER LANDSCAPE ELEMENTS WITH THESE FINAL PLANS SHALL BE CONSIDERED AS ELEMENTS OF THE PROJECT IN THE SAME MANNER AS PARKING, BUILDING MATERIALS AND OTHER SITE DETAILS. THE APPLICANT, LANDOWNER OR SUCCESSORS IN INTEREST SHALL BE JOINTLY AND SEVERALLY RESPONSIBLE FOR THE REGULAR MAINTENANCE OF ALL LANDSCAPING ELEMENTS IN GOOD CONDITION. ALL LANDSCAPING SHALL BE MAINTAINED FREE FROM DISEASE, PESTS, WEEDS AND LITTER, AND ALL LANDSCAPE STRUCTURES SUCH AS FENCES AND WALLS SHALL BE REPAIRED AND REPLACED PERIODICALLY TO MAINTAIN A STRUCTURALLY SOUND CONDITION.
- REPLACEMENT: ANY LANDSCAPE ELEMENT THAT DIES, OR IS OTHERWISE REMOVED, SHALL BE PROMPTLY REPLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THESE PLANS.
- THE FOLLOWING SEPARATIONS SHALL BE PROVIDED BETWEEN TREES/SHRUBS AND UTILITIES:

40 FEET BETWEEN CANOPY TREES AND STREET LIGHTS

15 FEET BETWEEN ORNAMENTAL TREES AND STREETLIGHTS

10 FEET BETWEEN TREES AND PUBLIC WATER, SANITARY AND STORM SEWER MAIN LINES

6 FEET BETWEEN TREES AND PUBLIC WATER, SANITARY AND STORM SEWER SERVICE LINES.

4 FEET BETWEEN SHRUBS AND PUBLIC WATER AND SANITARY AND STORM SEWER LINES

4 FEET BETWEEN TREES AND GAS LINES
- ALL STREET TREES SHALL BE PLACED A MINIMUM EIGHT (8) FEET AWAY FROM THE EDGES OF DRIVEWAYS AND ALLEYS PER LUC 3.2.1(D)(2)(a).
- PLACEMENT OF ALL LANDSCAPING SHALL BE IN ACCORDANCE WITH THE SIGHT DISTANCE CRITERIA AS SPECIFIED BY THE CITY OF FORT COLLINS. NO STRUCTURES OR LANDSCAPE ELEMENTS GREATER THAN 24" SHALL BE ALLOWED WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENTS WITH THE EXCEPTION OF DECIDUOUS TREES PROVIDED THAT THE LOWEST BRANCH IS AT LEAST 6' FROM GRADE. ANY FENCES WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENT MUST BE NOT MORE THAN 42" IN HEIGHT AND OF AN OPEN DESIGN.
- COMMON OPEN SPACE AREAS AND LANDSCAPING WITHIN RIGHT OF WAYS, STREET MEDIANS, AND TRAFFIC CIRCLES ADJACENT TO COMMON OPEN SPACE AREAS ARE REQUIRED TO BE MAINTAINED BY A PROPERTY OWNERS ASSOCIATION. THE PROPERTY OWNERS ASSOCIATION IS RESPONSIBLE FOR SNOW REMOVAL ON ALL ADJACENT STREET SIDEWALKS AND ON ALL DRIVEWAYS, PRIVATE DRIVES AND PARKING AREAS WITHIN THE DEVELOPMENT.
- THE DEVELOPER SHALL ENSURE THAT THE FINAL LANDSCAPE PLAN IS COORDINATED WITH ALL OTHER FINAL PLAN ELEMENTS SO THAT THE PROPOSED GRADING, STORM DRAINAGE, AND OTHER DEVELOPMENT IMPROVEMENTS DO NOT CONFLICT WITH NOR PRECLUDE INSTALLATION AND MAINTENANCE OF LANDSCAPE ELEMENTS ON THIS PLAN.
- MINOR CHANGES IN SPECIES AND PLANT LOCATIONS MAY BE MADE DURING CONSTRUCTION AS REQUIRED BY SITE CONDITIONS OR PLANT AVAILABILITY. OVERALL QUANTITY, QUALITY, AND DESIGN CONCEPT MUST BE CONSISTENT WITH THE APPROVED PLANS. IN THE EVENT OF CONFLICT WITH THE QUANTITIES INCLUDED IN THE PLANT LIST, SPECIES AND QUANTITIES ILLUSTRATED SHALL BE PROVIDED. ALL CHANGES OF PLANT SPECIES AND LOCATION MUST HAVE WRITTEN APPROVAL BY THE CITY PRIOR TO INSTALLATION.
- ALL PLANTING BEDS SHALL BE MULCHED TO A MINIMUM DEPTH OF THREE INCHES.
- IRRIGATED TURF SHALL BE ENVIROTURF OR APPROVED EQUAL.
- EDGING BETWEEN GRASS AND SHRUB BEDS SHALL BE 18" X 4" STEEL SET LEVEL WITH TOP OF SOD OR APPROVED EQUAL.
- A CROSS PROPERTY ACCESS AGREEMENT SHALL BE DEVELOPED BETWEEN THE SOUTH END OF THE COMMERCIAL LOT AND THE RESIDENTIAL DRIVEWAY TO ALLOW FOR EMERGENCY ACCESS FROM THE COMMERCIAL LOT TO THE RESIDENTIAL HOME. NO FENCE OR LANDSCAPE OTHER THAN WHAT IS SHOWN N APPROVED PLANS SHALL BE PLANTED WITHIN THIS AREA.

STREET TREES NOTES

- A PERMIT MUST BE OBTAINED FROM THE CITY FORESTER BEFORE ANY TREES OR SHRUBS AS NOTED ON THIS PLAN ARE PLANTED, PRUNED OR REMOVED IN 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 IS A VIOLATION OF THE CITY OF FORT COLLINS CODE SUBJECT TO CITATION (SECTION 27-31) AND MAY ALSO RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.
- CONTACT THE CITY FORESTER TO INSPECT ALL STREET TREE PLANTINGS AT THE COMPLETION OF EACH PHASE OF THE DEVELOPMENT. ALL MUST BE INSTALLED AS SHOWN ON THE LANDSCAPE PLAN. APPROVAL OF STREET TREE PLANTING IS REQUIRED BEFORE FINAL APPROVAL OF EACH PHASE.
- STREET LANDSCAPING, INCLUDING STREET TREES, SHALL BE SELECTED IN ACCORDANCE WITH ALL CITY CODES AND POLICIES. ALL TREE PRUNING AND REMOVAL WORKS SHALL BE PERFORMED BY A CITY OF FORT COLLINS LICENSED ARBORERS WHERE REQUIRED BY CODE. STREET TREES SHALL BE SUPPLIED AND PLANTED BY THE DEVELOPER USING A QUALIFIED LANDSCAPE CONTRACTOR.
- THE DEVELOPER SHALL REPLACE DEAD OR DYING STREET TREES AFTER PLANTING UNTIL FINAL MAINTENANCE INSPECTION AND ACCEPTANCE BY THE CITY OF FORT COLLINS FORESTRY DIVISION. ALL STREET TREES IN THE PROJECT MUST BE ESTABLISHED, WITH AN APPROVED SPECIES AND OF ACCEPTABLE CONDITION PRIOR TO ACCEPTANCE.
- SUBJECT TO APPROVAL BY THE CITY FORESTER -- STREET TREE LOCATIONS MAY BE ADJUSTED TO ACCOMMODATE DRIVEWAY LOCATIONS, UTILITY SEPARATIONS BETWEEN TREES, STREET SIGNS AND STREET LIGHTS. STREET TREES TO BE CENTERED IN THE MIDDLE OF THE LOT TO THE EXTENT FEASIBLE. QUANTITIES SHOWN ON PLAN MUST BE INSTALLED UNLESS A REDUCTION IS APPROVED BY THE CITY TO MEET SEPARATION STANDARDS.

DATE				
COMMENT				
REV.				

rusSELL + mills studios
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fort collins, co 80524
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www.russellmillsstudios.com

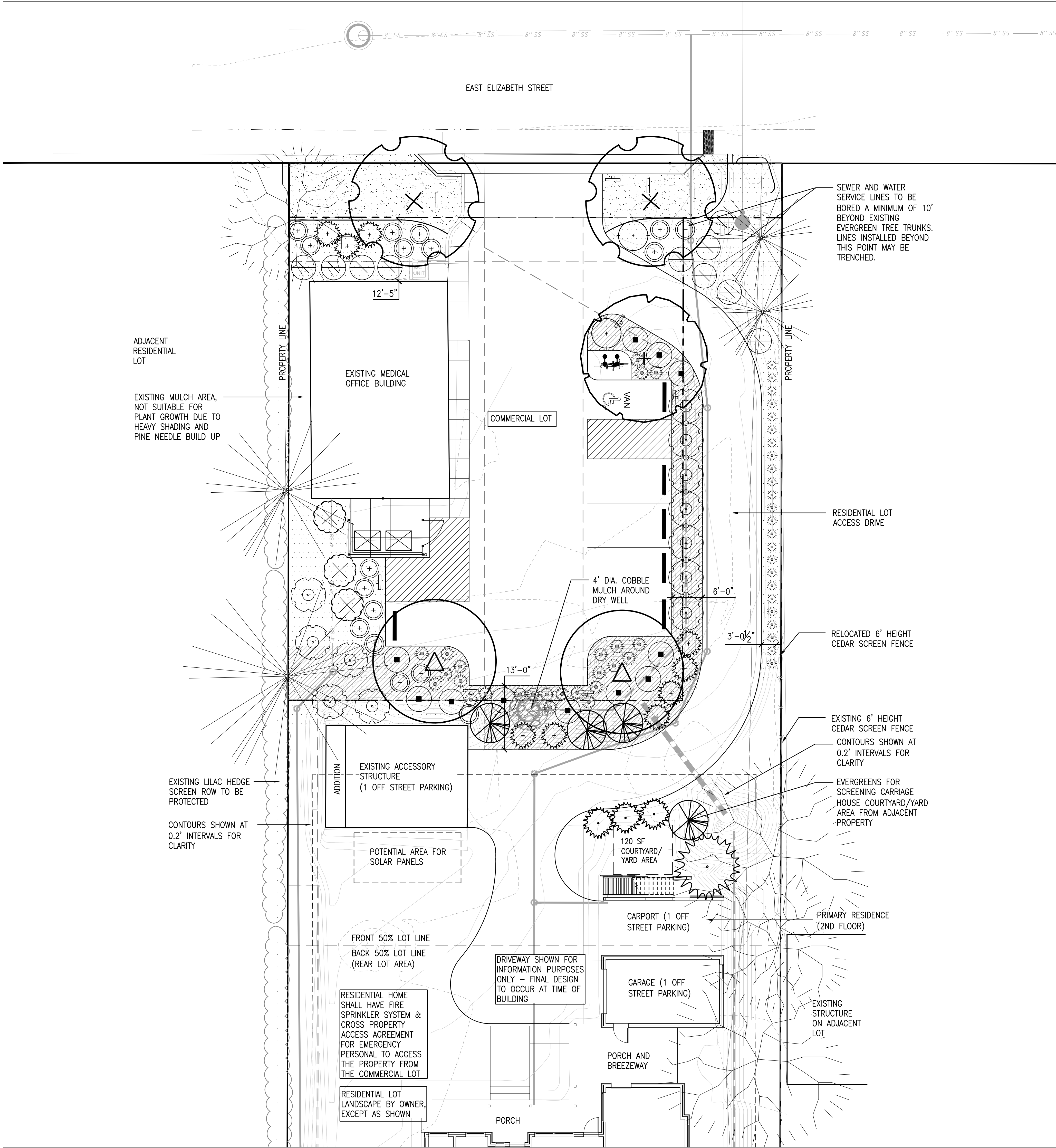
ELIZABETH SUBDIVISION

OVERALL LANDSCAPE PLAN

PRELIMINARY DEVELOPMENT PLAN

Date: 08/18/2017
Drawn By: SL
Checked By: CR

Sheet
LP100



LANDSCAPE LEGEND:

	SOD LAWN, OVERSEED BARE SPOTS		RESIDENTIAL BUILDING SETBACK
	SHREDDED CEDAR MULCH (4" DEPTH-NO WEED BARRIER)		EASEMENT
	DRAINAGE & UTILITY EASEMENT		STEEL LANDSCAPE EDGER
	PROPERTY BOUNDARY		EXISTING TREES

	ACER SACCHARUM 'CADDO'	CADDO MAPLE
	CATALPA SPECIOSA	NORTHERN CATALPA
	TILIA AMERICANA 'AMERICAN SENTRY'	AMERICAN SENTRY LINDEN
	JUNIPERUS SCOPULORUM 'COLOGREEN'	COLORGREEN JUNIPER
	PINUS EDULIS	PINYON PINE
	PICEA PUNGENS 'ISELI FASTIGIATE'	ISELI FASTIGIATE SPRUCE
	CORNUS SERICEA 'ISANTI'	ISANTI DOGWOOD
	PRUNUS X CISTENA	CISTENA PLUM
	SPIREA NIPPONICA 'SNOWMOUND'	SNOWMOUND SPIREA
	SYRINGA PUBESCENS PATULA 'MISS KIM'	MISS KIM LILAC
	SYMPHORICARPUS OREOPHILUS	ROCKY MTN. SNOWBERRY
	JUNIPERUS HORIZONTALIS 'WILTONI'	WILTON CARPET JUNIPER
	PICEA PUNGENS 'GLOBOSA'	DWARF GLOBE SPRUCE
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS
	CALAMAGROSTIS BRACHYTRICHA	KOREAN FEATHER REED GRASS
(REFER TO LP100 FOR QUANTITIES AND SIZES)		



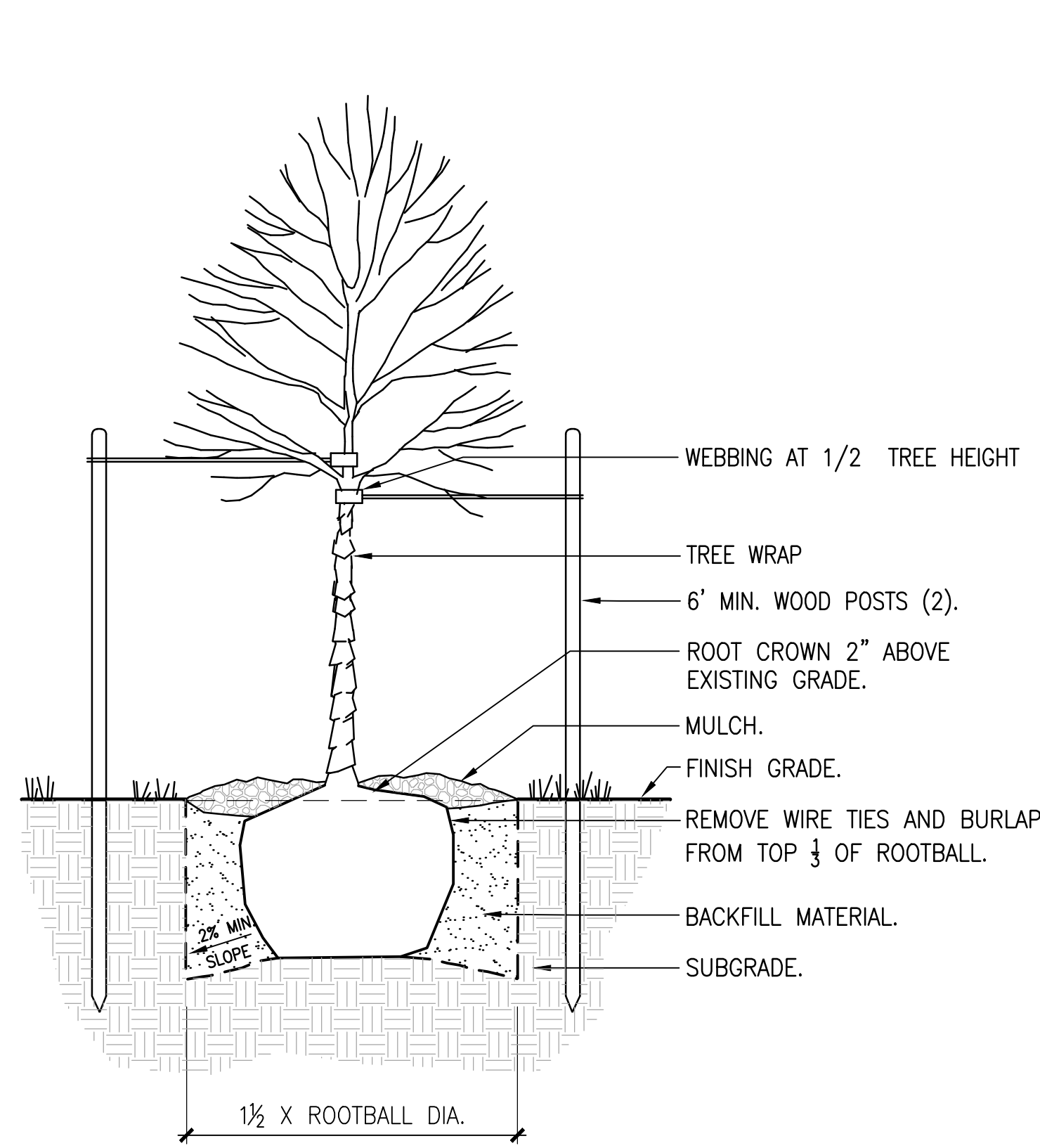
REV.	COMMENT	DATE

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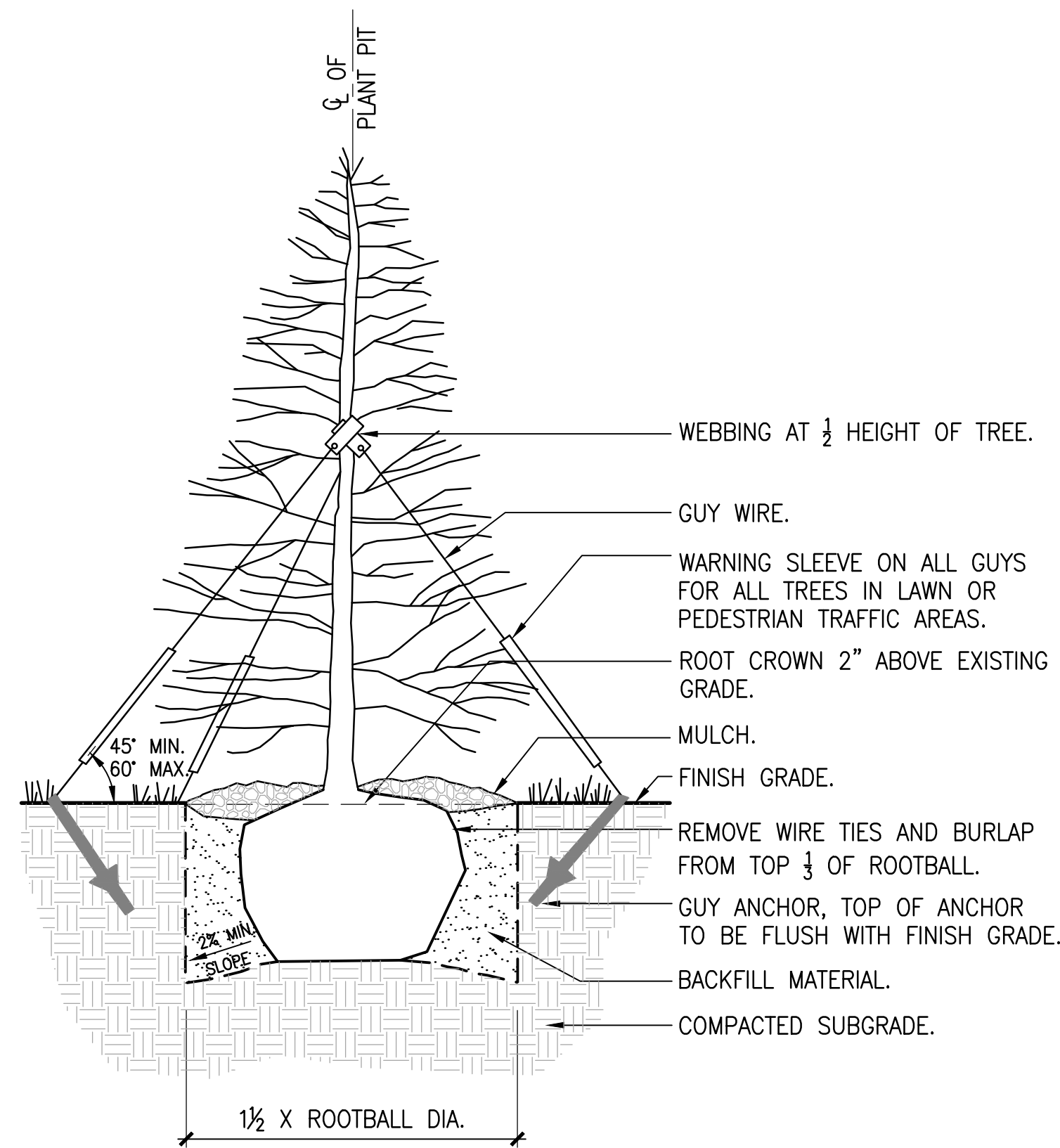
ELIZABETH SUBDIVISION

COMMERCIAL LOT LANDSCAPE PLAN

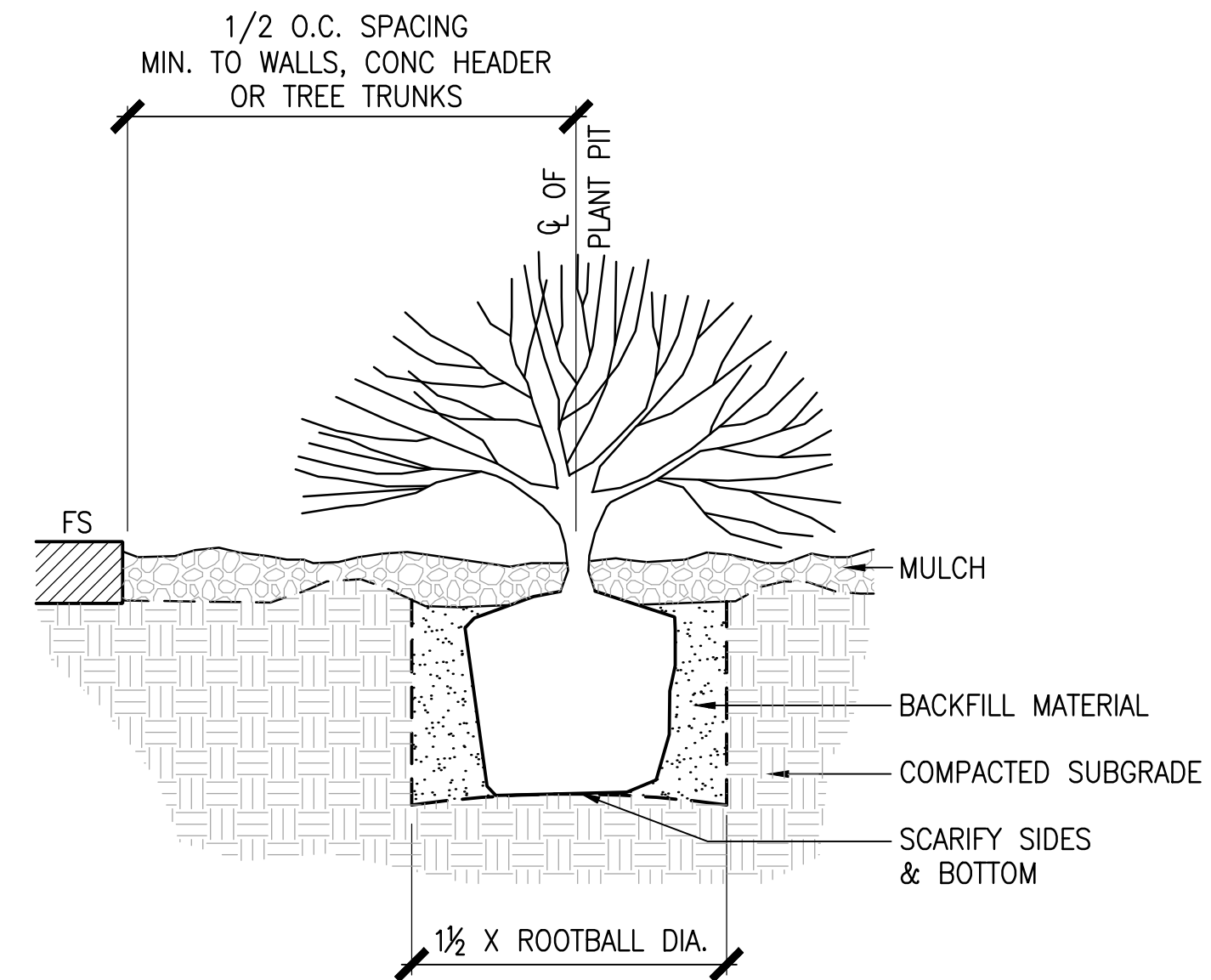
PRELIMINARY DEVELOPMENT PLAN



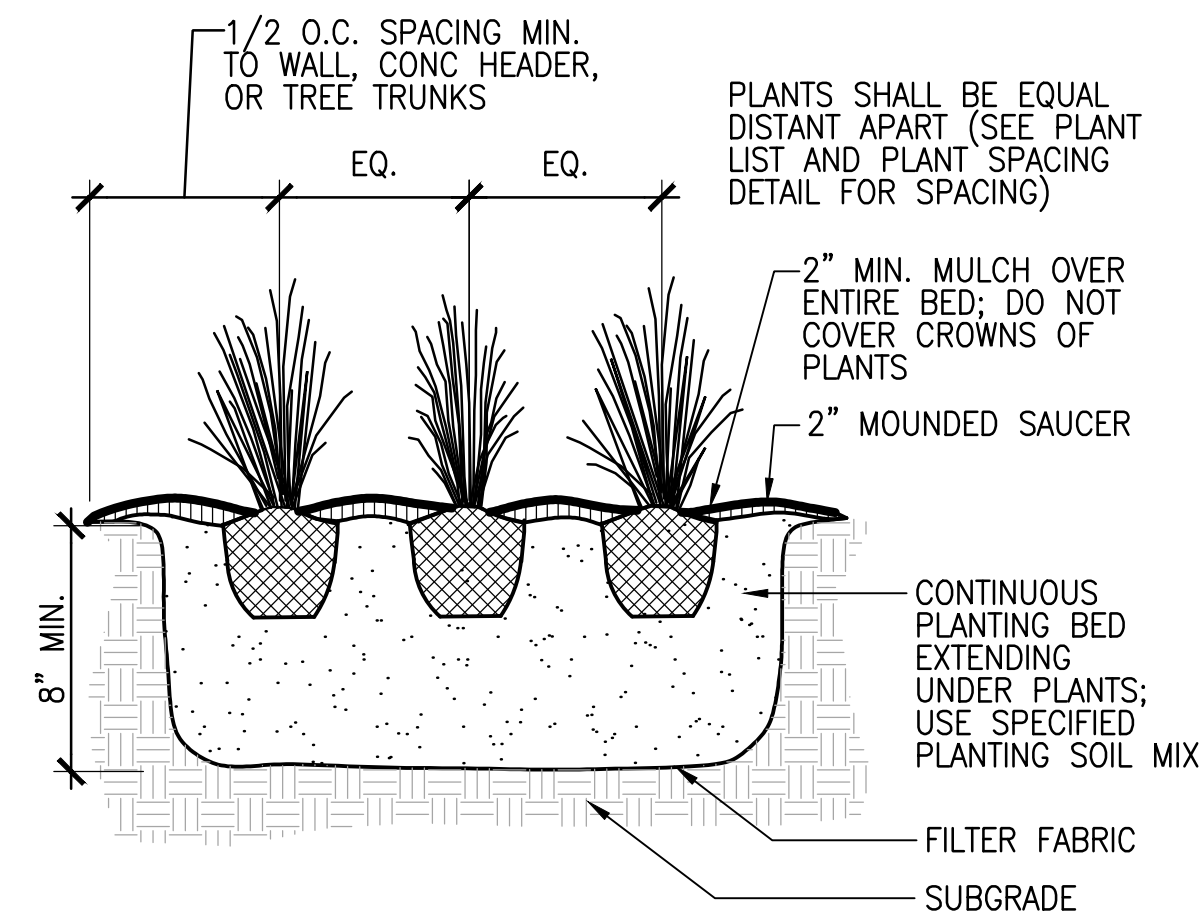
DECIDUOUS TREE PLANTING
SCALE: NTS DT-tree-Decid.dwg



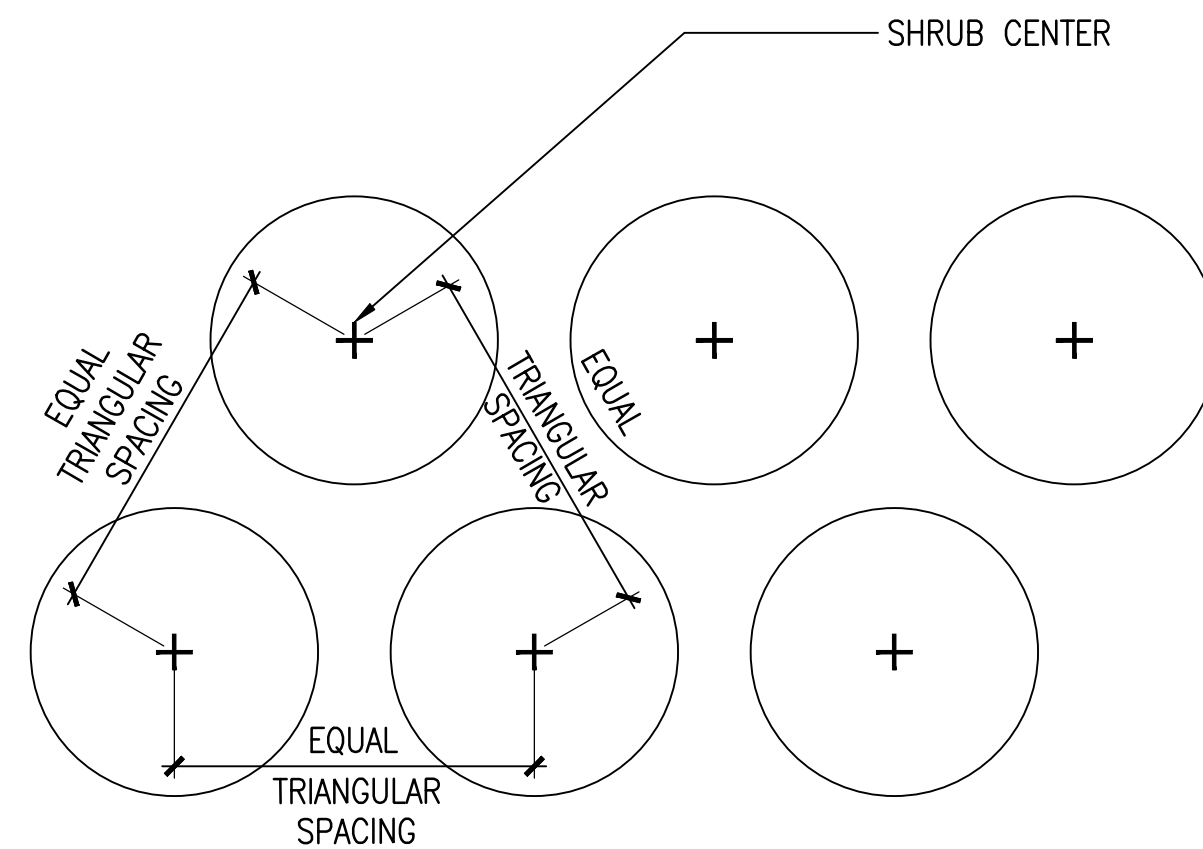
EVERGREEN TREE PLANTING
SCALE: NTS tree-evg.dwg



SHRUB PLANTING
SCALE: NTS shrub.dwg



PERENNIAL PLANTING
SCALE: NTS DT-Perennial.dwg



TRIANGULAR SHRUB SPACING
SCALE: NTS DT-PLNT-SHRB-SPAC

REV.	COMMENT	DATE



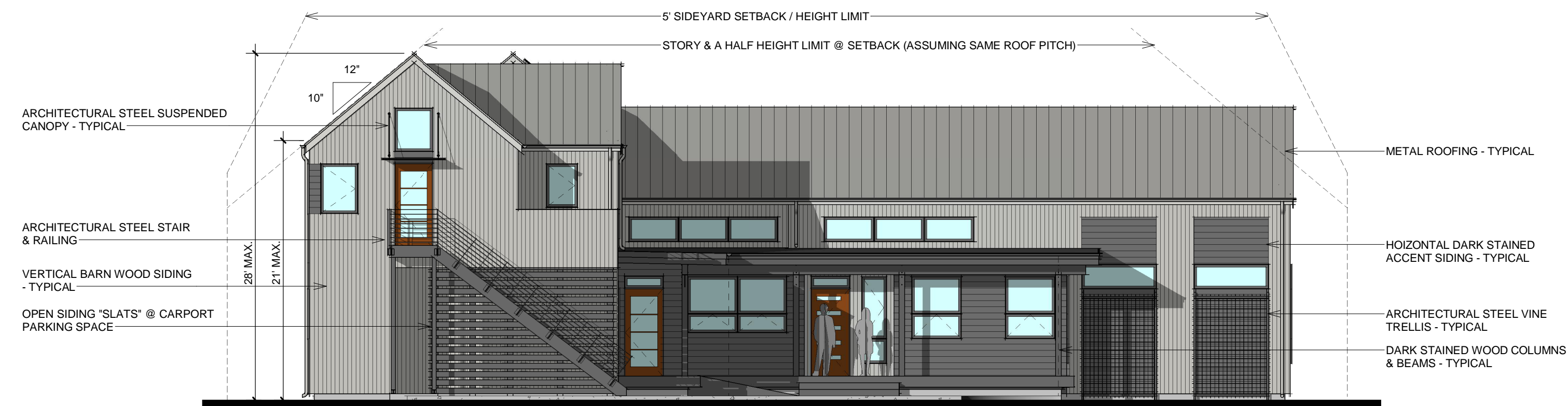
APPROACH VIGNETTE



PRIMARY RESIDENCE VIGNETTE



CARRIAGE HOUSE ENTRY VIGNETTE



NORTH ELEVATION
1/8" = 1'-0"



WEST ELEVATION
1/8" = 1'-0"

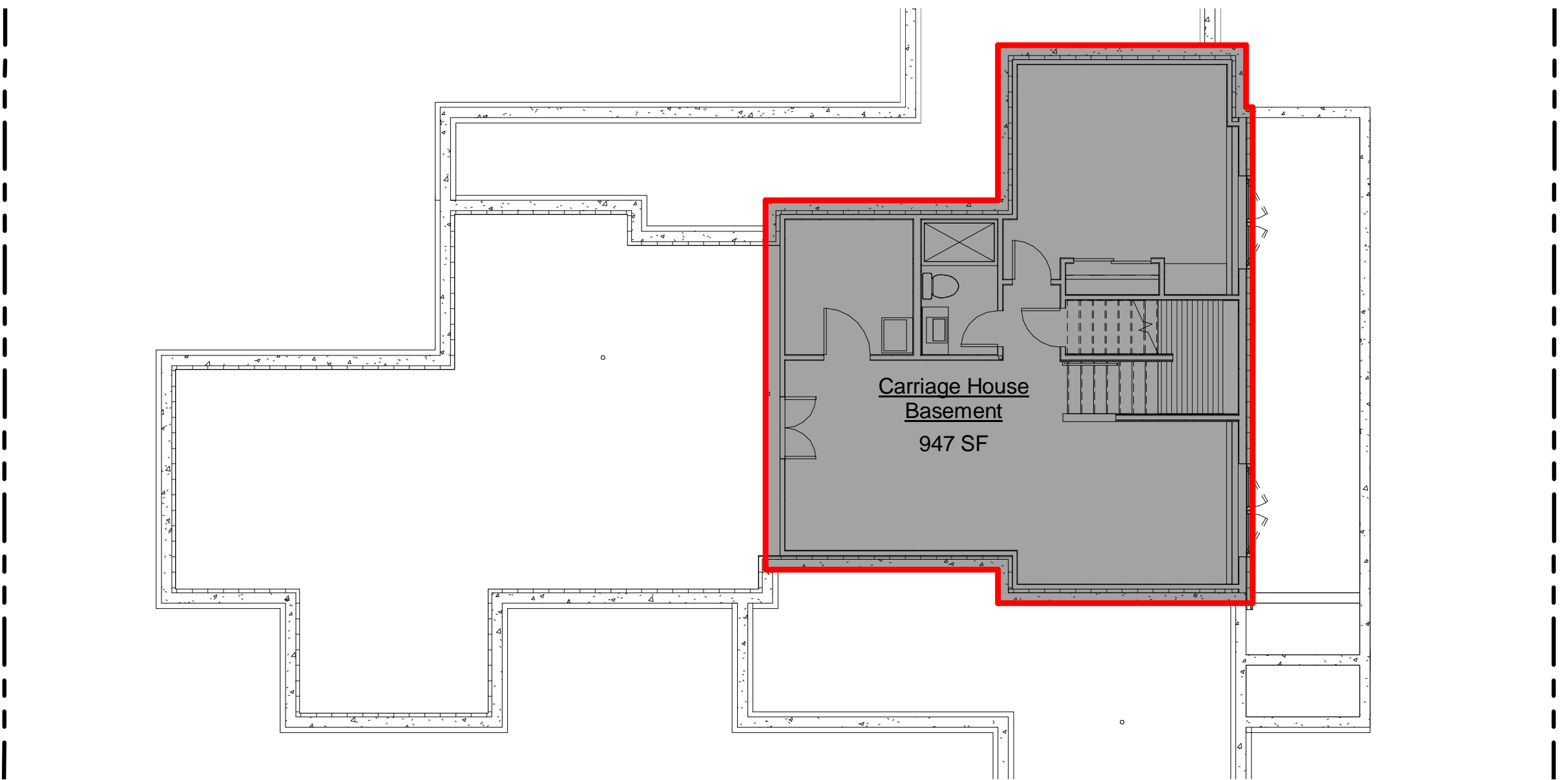


EAST ELEVATION
1/8" = 1'-0"

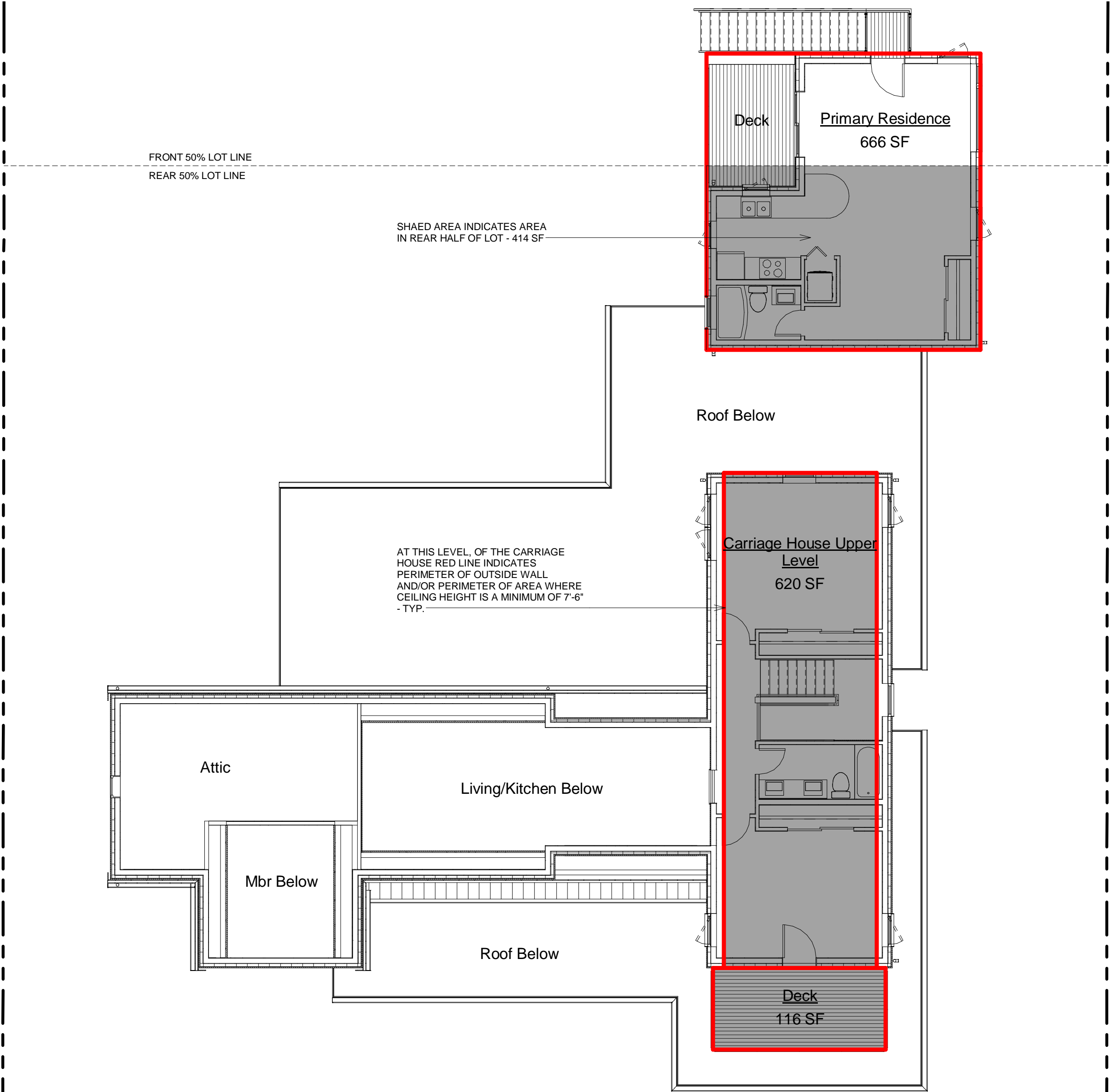


SOUTH ELEVATION
1/8" = 1'-0"

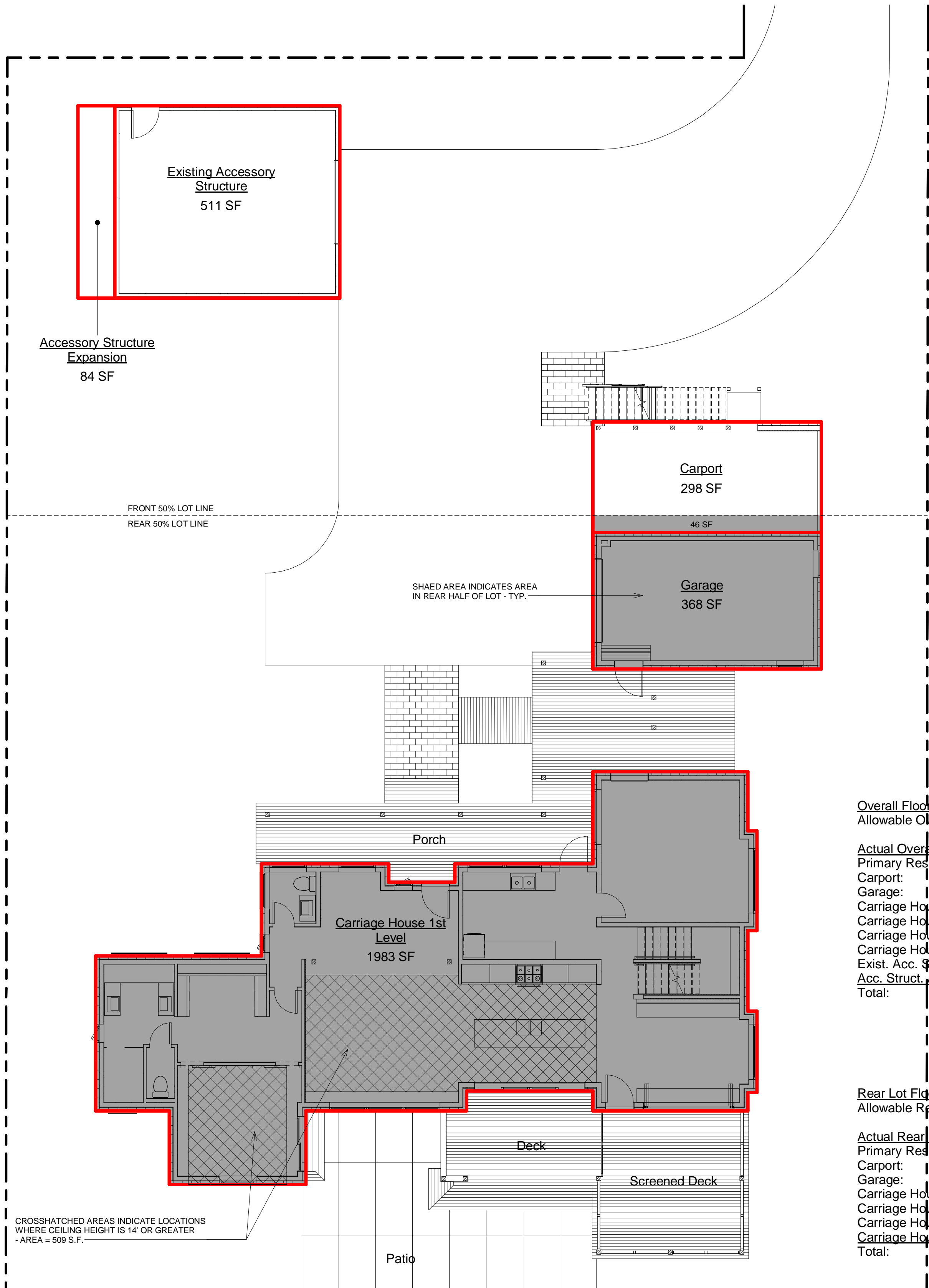
HALF LOT LINE @ CENTER OF OVERALL LOT



③ Lower Level
1/8" = 1'-0"



② Upper Level
1/8" = 1'-0"



① Main Level
1/8" = 1'-0"

Overall Floor Area Ratio (FAR):

Allowable Overall Floor Area: 6,513 sf

Actual Overall Floor Area:

Primary Residence:	666
Carport:	298
Garage:	368
Carriage House Basement:	947
Carriage House 1st Level:	2,492 (1,983 + 509 over 14' Height)
Carriage House 2nd Level:	620
Carriage House 2nd Deck:	116
Exist. Acc. Struct.:	511
Acc. Struct. Add.:	84
Total:	6,102

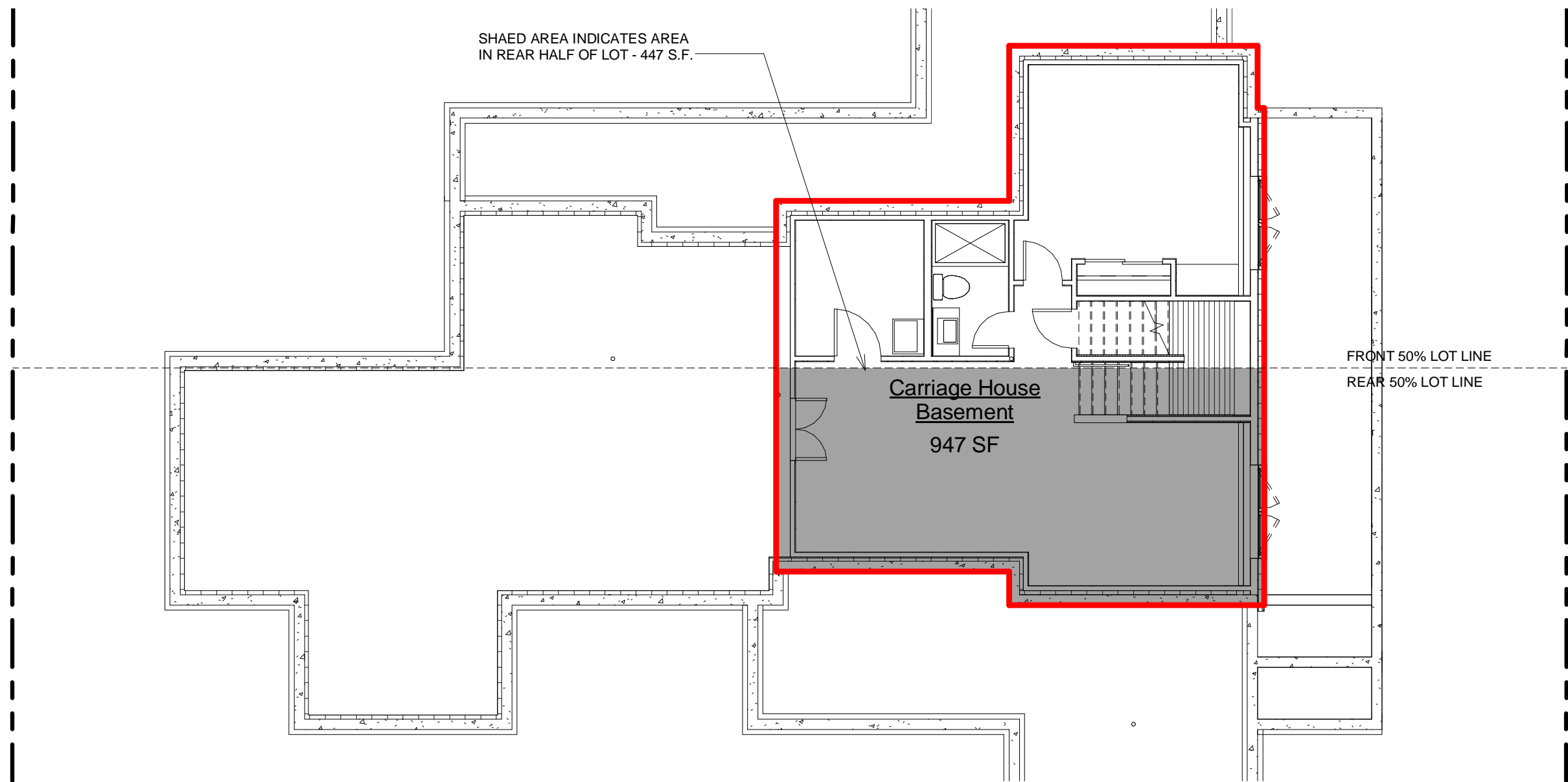
Rear Lot Floor Area Ratio (FAR):

Allowable Rear Lot Floor Area: 3,692 sf

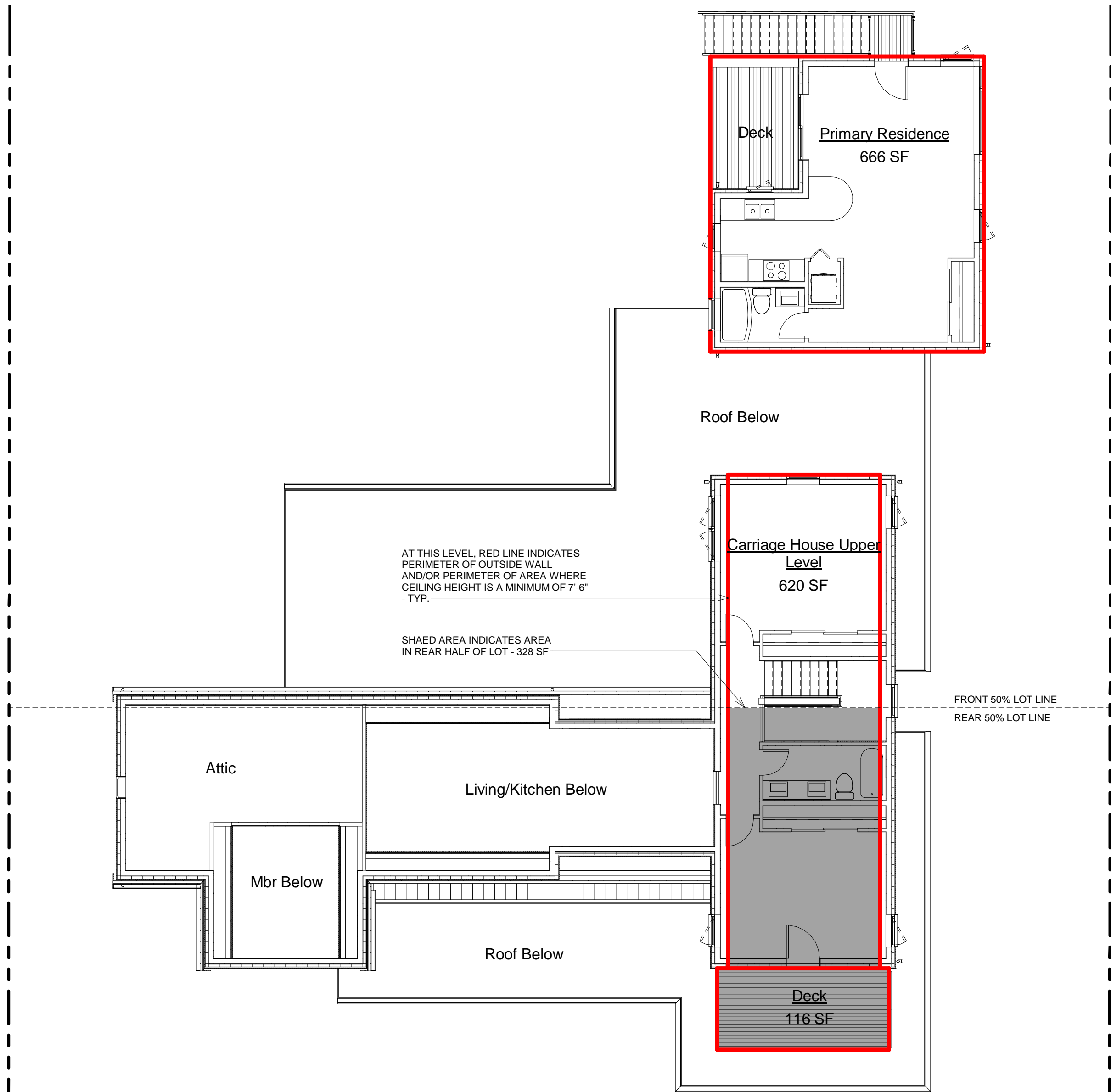
Actual Rear Lot Floor Area:

Primary Residence:	414
Carport:	46
Garage:	368
Carriage House Basement:	947
Carriage House 1st Level:	2,492 (1,983 + 509 over 14' Height)
Carriage House 2nd Level:	620
Carriage House 2nd Deck:	116
Total:	5,003

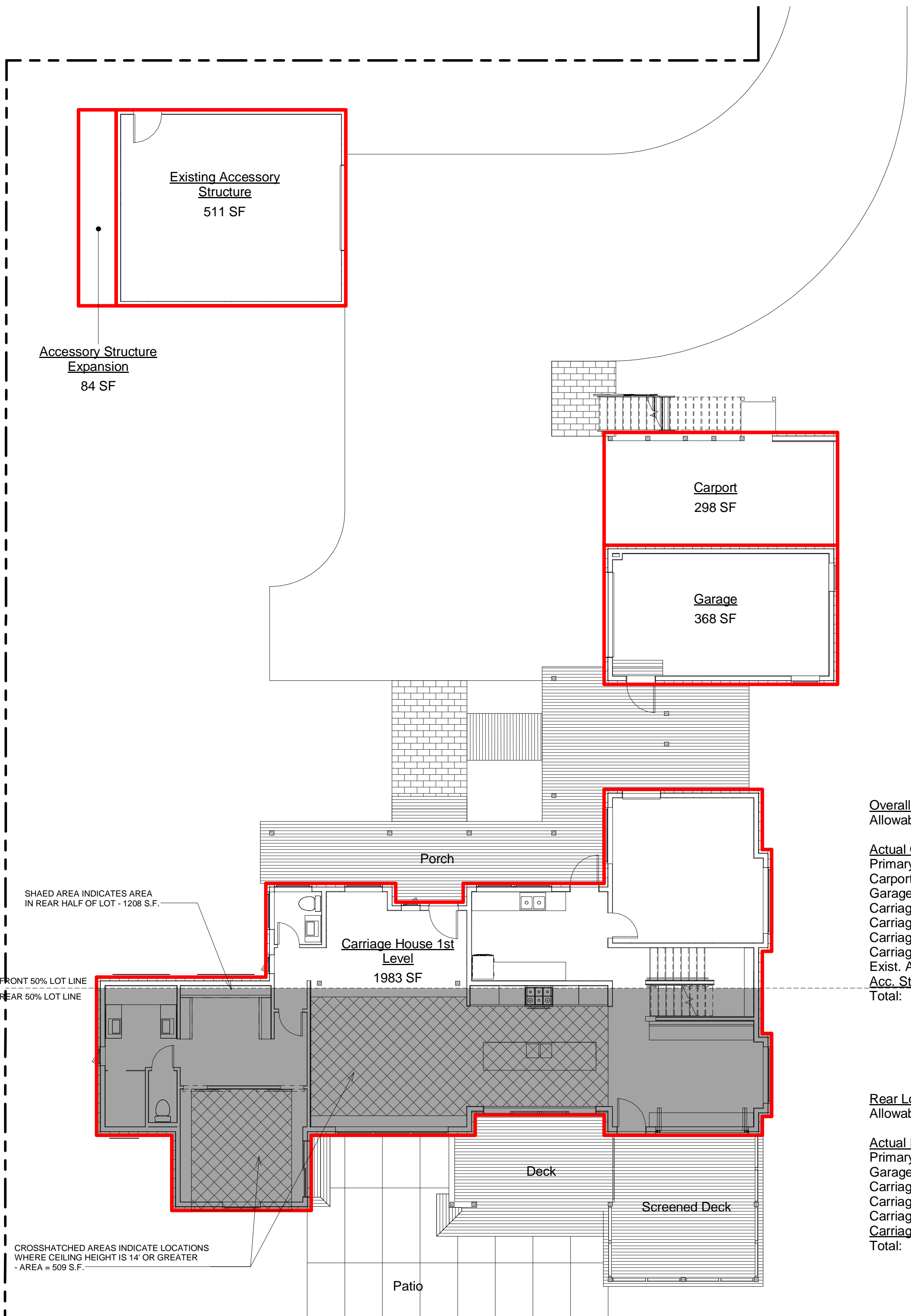
HALF LOT LINE @ CENTER OF BACK PORTION



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



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



① Main Level - Theoretical
1/8" = 1'-0"

Overall Floor Area Ratio (FAR)	
Allowable Overall Floor Area:	6,513 sf
Actual Overall Floor Area:	
Primary Residence:	666
Carport:	298
Garage:	368
Carriage House Basement:	947
Carriage House 1st Level:	2,492 (1,983 + 509 over 14' Height)
Carriage House 2nd Level:	620
Carriage House 2nd Deck:	116
Exist. Acc. Struct.:	511
Acc. Struct. Add.:	84
Total:	6,102

Rear Lot Floor Area Ratio (FAR):	
Allowable Rear Lot Floor Area:	2,468 sf

Actual Rear Lot Floor Area:	
Primary Residence:	0
Garage:	0
Carriage House Basement:	447
Carriage House 1st Level:	1,717 (1,208 + 509 over 14' Height)
Carriage House 2nd Level:	328
Carriage House 2nd Deck:	116
Total:	2,608